CYCLE NEWS®

WEST Volume XVI : Number 1 : January 17, 1979 75¢

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NEWSPAPER

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Pocono, PA.	Superbike Class	5,000
Laguna Seca, CA.	Superbike Class	10,000
Laguna Seca, CA.	750 International	10,000

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Support overall winner	5,000

money.

AMA PROFESSIONAL MOTOCROSS—
OVERALL CLASS WINNER

125 National (each event)	$ 1,000
250 National (each event)	1,000
Support Class 125 or 250 (each event)	500
Supercross (each event)	3,000
Series Overall No. 1 Supercross	25,000
National No. 1 125-250 class	25,000
Minicycle (80-85cc stock) National No. 1 AMA-NMA any age group	2,500

ENDURO AND OFF-ROAD—
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AMA NATIONAL ENDURO #1

Overall—High Point	$10,000

DRAG RACING—N.H.R.A.—I.D.B.A.

Overall No. 1 High Point for 1979	
Pro Stock Class	$10,000
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Street/stock (each class) 4 classes 400cc, 650cc, 750cc, 1000cc	5,000

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NORTHERN DATELINE

We're just wondering — how do they ever keep score at Woodland, WA?

(Continued from page 15)

sudden you would turn onto a road with some super sweepers. But before getting too long of a rest, it was back to the serpentine paths that would lead to the Top of the World checkpoint, a quick relief before dropping down the slippery-er every-lap-downhill that wound its way back to the pits. There were a couple of downhill bermed turns, a drop away downhill jump, and a lefthand sweeper just before the main check that highlighted the second half of the course.

The track was well marked and well manned with flagmen at danger spots and places where one might get close to another part of the 10-mile twisty loop; although a few riders inadvertently missed parts of the race here and there.

The riders asked for and got an extra lap so what was billed as 60 to 70 miles became 70 to 80 miles, depending on how close to Scott Davis you were.

Results

125 NO. JR: 1. Harry Bellicitti; 2. Len Pederson; 3. Cory LaRue.
250 NOVICE: 1. Jim Stucky; 2. Jeff Erwin; 3. James Smith.
250 JR: 1. Bruce Bowman; 2. King Peters; 3. Tim Dickson.
250 EXPERT: 1. Dave Bertram; 2. Jim Zack; 3. Greg Martz.
OPEN NOVICE: 1. Ken Ramsey; 2. Randy Salveson; 3. Jim McGee.
OPEN JUNIOR: 1. Michael Marinkoovich; 2. John Welsh; 3. Len Perham.
OPEN EXPERT: 1. Scott Davis; 2. Kevin Engalls; 3. Charlie Marshall.
VETS NOVICE: 1. Jerry Mather; 2. John Balzer; 3. Bob English.
VETS JUNIOR: 1. Mike Peevler; 2. Al Banta; 3. Phil Hazard.
VETS EXPERT: 1. Rich Rumsey; 2. John Hearn; 3. Merle Rempfer.
OLD TIME NOVICE: 1. John Mason; 2. John Shields; 3. Jerry Norton.
OLD TIME JUNIOR EXPERT: 1. Gary Holmes; 2. RL Gabbert; 3. Jay Edward.

Schoening devastates Woodland Winter track

By Action Oz

WOODLAND, WA, DEC. 9

Jack McGill, riding for Yamaha as an area support rider, put it to the 100cc Intermediate class after clinching a perfect 1-1 for the day. McGill was hot off the line and notched his twin moto wins by handling the YZ through the hoops, over the jumps and around the berms convincingly. Gary Harkleroad (Yam), from Kalama, WA, cut in on the action and motored to twin seconds while Steve Corcoran (Yam), down from Kelso, made it a Yamaha sweep with his third place overall.

By the time the 125cc Intermediate riders came to the line, they knew something was brewing. A new name in the line-up, Lance Schoening, riding a Kawasaki out of Bremerton, WA, was down to do battle against the locals. Schoening, a green blur, devastated the ranks and flew to perfect 1-1 motos for the overall. Clarance Gardner, (Yam) up from Salem, Oregon, managed to stay within viewing distance and by doing so he took home the second place 125cc Intermediate honors for the day. Jeff Bechtold, riding for Garners Yamaha, was good for third overall and Kurt Grinnell, (Suz) down from Port Angeles, WA, managed to finish fourth on a track he'd never seen before.

Woodland's own Bruce Irwin (Suz) came from behind in the 250cc Intermediate class to pull off a second in the first moto. After starting in the middle of the pack he had swiftly passed all but three riders by the first lap. Four laps later he put the move on Shad McMahan (Mai) for his second place finish in the first moto. The second moto was a different story; Irwin came off the line first and stayed there for the entire moto which earned him the overall win. Bob Circerchi (Yam) was second and Gary Boslar (Yam) third overall for the day.

Joe Knight took his Husky to an overall win in the Open Intermediate class. Joe, who can be fast, decided to wear his race face today and put together 2-1 motos. Jim Greear (Yam) finished second and Bob Lish (Yam) pulled a third.

Results

PEE WEE'S JR: 1. Joel Mourer (Itjet); 2. Karry Ward (Hon).
PEE WEE EX: 1. Larry Ward (Itjet); 2. Jamey Munson (Itjet); 3. Shane Cameron (Suz).
MINI JR: 1. Chip Stark (Yam); 2. Jamey Munson (Suz); 3. Jeff Chapman (Yam).
MINI INT: 1. Trent Mourer (Suz); 2. Rick Bozarth (Suz); 3. Steve Oster (Suz).
MINI EX: 1. Denny Fennell (Yam); 2. Jack Mcgill (Yam); 3. Eric Hall (Suz).
100 JR: 1. Dan Blasdell (Yam); 2. Ted Lind (Suz); 3. Todd Kronger (Yam).
100 INT: 1. Jack McGill (Yam); 2. Gary Harkleroad (Yam); 3. Steve Corcoran (Yam).
125 JR: 1. Bob Plympton (Suz); 2. David Hittings (Yam); 3. Willie Cates (Suz).
125 INT: 1. Lance Schoening (Kaw); 2. Clarance Gardner (Yam); 3. Jeff Bechtold (Yam).
250 JR: 1. Bob Hoitgreve (Hus); 2. Greg White (Yam); 3. Ed Bryant (Yam).
250 INT: 1. Bruce Irwin (Suz); 2. Bob Cicerchi (Yam); 3. Gary Boslar (Yam).
OPEN JR: 1. Bill Whipple (Yam); 2. Ray Fisher (Mai); 3. Bill Naylor (Yam).
OPEN INT: 1. Joe Knight (Hus); 2. Jim Greear (Yam); 3. bob Lish (Yam).
30-40 JR: 1. Dave Davis (Hon); 2. Howard Howe (Suz); 3. Dave Penbroule (Kaw).
30-40 SR: Jim Lamkin (Mai).
O.T. JR: 1. John Semmler (Yam); 2. Charlie Burghenal (Yam); 3. Don Dineen (Suz).
O.T. SR: 1. Bill Naylor (Yam); 2. Sunny Neff (Suz).
125 PRO: 1. Mike McCormick (Yam); 2. Chris Selnes (Suz); 3. Craig Bowman (Suz).
250 PRO: 1. Tim Michletsch (Yam); 2. Darryl Zumstine (Hon); 3. Robb Manning (Hon).
OPEN PRO: 1. Doug Raines (Yam); 2. Mickey Fay (Yam); 3. Jerry Cox (suz).

Ryan rules at Cycleland rough scrambles

By Sheila Turner

CHICO, CA, DEC. 10

It didn't take long for a real battle to develop between Dave Ryan and Ken Gray, both Yamaha mounted, in the Open Expert race. Ryan got the holeshot off the line with Gray right behind him. Although it was wheel-to-wheel most of the race, Ryan finished on top.

Coming hot off the line in the 80cc Mini Novice race, Tommy Seidel (Suz) took the lead with Randy Hice (Suz) in second and Troy Strausen (Yam) in third. All three rode well, making no mistakes, and finished exactly as they started.

The 100cc Mini Novice race was a battle between two brothers. Jeff Jeffries tore off the line with David Jeffries in second, both on Yamahas. Jeff held Dave off until lap six when Dave passed him in a turn and when Jeff tried to regain the lead he took a spill just before the finish.

Brent Cash (Suz) put on quite a show in the 100cc Mini Junior/Expert race. Cash claimed the lead with Jeff Valentine (Yam), in second. Luckily, Cash had obtained quite a lead when he lost his chain in the seventh lap. He somehow managed to get it fixed and still won his race.

Greg Snodgrass (Suz) took the lead in the 125cc Novice race with Jim Benson (Suz) and Jerry Standridge (Kaw) close behind. A battle was brewing between Benson and Standridge to see who would keep second. Standridge got by Benson in the middle of the race, then he began to work on Snodgrass who had enjoyed a comfortable lead for a while. On the seventh lap he got under Snodgrass and zipped across the line ahead of Snodgrass and Benson.

The 250cc Novice class proved to be quite exciting. Lex Dillman (Hon) held onto the lead for the first half of the race only to give it up to Steve Clark (H-D) in the fifth lap. Clark held it a couple of more laps but relinquished it to Ken Wolcott (Hon) who'd been working his way up from behind to finish with a win.

Todd Cash (Yam) got off the line first in the Open Novice race, but he took a spill on the third lap, leaving first place to William Rodgers (Yam) and Gary Johnson (Hon) in second. Coming from behind on the fifth lap, Rick Perez (Yam) got under Johnson and had such a lead by the finish that Perez had to settle for second.

The combined Veterans/Old

Timers race was quite an event with Old Timers' Ray Nelson in first and E.C. McVey (Mai) in second. Not to be held off for long and coming from the back row, was Veteran Dick Turner (Yam). Turner got under McVey on the third lap at the jump, and on the fifth lap Turner overtook Nelson and led it to the finish. Turner was first Veteran and Nelson was first Old Timer.

Results

80cc MINI NOV: 1. Tommy Seidel (Suz); 2. Randy Hice (Suz); 3. Troy Strauser (Yam).
100cc MINI NOV: 1. David Jeffries (Yam).
100cc JR/EX MINI: 1. Brent Cash (Suz).
125 SPTSMN NOV: 1. Jerry Strandridge (Kaw); 2. Greg Snodgrass (Suz); 3. Jim Benson (Suz).
250cc NOV: 1. Ken Wolcott (Hon); 2. Steve Clark (H-D).
OPEN NOV: 1. William Rogers (Yam); 2. Rick Perez (Yam).
125cc EX: 1. Jody Patterson (Suz).
OPEN JR: 1. STeve Clark (Yam).
OPEN EX: 1. Dave Ryan (Yam); 2. Ken Gray (Yam).
OLD TIMERS/VETS COMB: 1. Dick Turner-Vet. (Yam); 2. Raymond Nelson-O.T. (DMS).

Dillion/Stallings win team race shootout

By Steve Hammer

MURPHY, ID, NOV. 29

The morning dawned cool and clear in the Owyhee Desert of southwestern Idaho. The weather was perfect for the Desert Raiders' 75 mile, two-man, team-race. After giving the riders time for several customary bomb runs, the Raiders ordered all 50 teams to put their bikes on the starting line. Everyone was nervous and jumpy at the riders' meeting, and rightly so; with a big shout, the race was started. This early, and rather unorthodox start left many unfortunate riders without helmets on, or worse yet, in the portacan.

Local rider Larry Grossbeck pulled out an unbelievable holeshot, but as he stopped at the first check to wait for his partner, the team of Ron Dillon and Edsel Stallings went by. Tucked right in behind the pair of 250cc Yammies were Kris Morgan and Preston Gerber, both from Utah and both mounted on 390cc Huskies. The two teams stayed together for the first lap, with all four riders in sight of each other.

Back in the dust, crashing was taking its toll. The leading 200cc team of Lou Gregory and Chip Young, endoed fiercely. The Open team of Henry Reimann and Marty Bengston crashed as well, losing some positions. About midway through the second lap, while holding a slight lead, the team of Preston Gerber and Kris Morgan lost the course. Although they rode hard, the time lost was too great, and Ron Dillon and Edsel Stallings zipped back into the lead, never to be challenged again.

As they came into the finish, it was Dillon and Stallings, followed by Gerber and Morgan. Third was the Open team of Ed Hickman and Terry Berg. In fifth overall, and first old duffer's, Don Hulme and Doug Maude zipped in; and leading the 200cc class with seventh overall, were Dave Curl and Mike Kelly, on their screaming yellow Suzukis.

Results

OVERALL: 1. Ron Dillon (Yam), Edsel Stallings (Yam); 2. Preston Gerber (Hus), Kris Morgan (Hus); 3. Ed Hickman (Yam), Terry Berg (Suz); 4. Bruce Stelzried, Karl Stelzried; 5. Don Hulme (Yam), Doug Maude (Yam).
OPEN: 1. Ron Dillon (Yam), Edsel Stallings (Yam); 2. Preston Gerber (Hus), Kris Morgan (Hus); 3. Ed Hickman (Yam), Terry Berg (Suz).
200: 1. Mike Kelly (Suz), Dave Curl (Suz); 2. Lou Gregory (Suz), Chip Young (Suz); 3. Steve Kopper, Dave Carey.
OLD DUFFER: 1. Don Hulme (Yam), Doug Maude (Yam); 2. Ollie Todd (Hus), Bob McKeen (Hus); 3. Gail Neth (Yam), Phil White (Suz).
MINI: 1. Ricky Meredith, Chris Davis; 2. Don Maude, Jon White; 3. Jason Newhouse, Joel Huskey.
MIXED (GUY AND GIRL(: 1. Dennis Gross, Kathy Climer; 2. Vanessa Grove, Harvey Olberding.

Snowy Juniper 100

By Larry Ulrich

PRINEVILLE, OR, NOV. 19

After months of *no* moisture, Saturday night it started snowing and by morning four inches of the white stuff was on the ground. Now, one might think that four inches of snow would cut down on the dust. It did, but not entirely. There was six inches of dust Saturday and this was a very dry snow. The course turned out to be very dusty and sandy. Only 72 riders signed up. More riders were there, but they declined to ride. Everyone that elected to ride seemed to have a good time. The Cascade M/C of Bend, OR sponsored this event, held 26 miles southwest of Prineville, Oregon.

Originally a 25 mile course was laid out, but due to a "gun waving land caretaker," the course had to be rerouted. This was done Sunday morning and it was agreed that to shorten the course was the best alternative. The club ended up with an 18 mile course. Due to the inclement weather, the riders were asked at the riders meeting if they wanted to ride three or four laps — four laps won by a big margin. So the "Juniper 100" became the "Juniper 72". The course was very sandy in most places. Those riders that did not get a chance to ride a practice lap were quite surprised to find the course going up a creek bed, complete with water, mud, and ice.

Local rider Mark Dowers put his Husky into an early lead and after taking command he just coasted. Joe McCormick was close behind, riding a 175cc IT, and may have given Dowers a race if he hadn't lost one foot peg on the first lap. These two riders finished one, two, with third overall going to Edsel Stallings of Nampa, ID, riding a 250cc Yamaha YZ. Another Idaho rider, Henry Reiman, was first Amateur across the finish line and pushed his 250cc Yamaha to 10th overall. Not bad when you consider the Amateurs started about five minutes behind the Experts.

Audie McCombs drove all the way up from Alturas, CA, to take home first 125cc Amateur. Wayne Linville of Bend, OR usually rides the 250cc Amateur class, but moved up to the Open class and won it. If he keeps riding like this he may be moved up to Expert.

This event was the last points race of 1978. A statewide organization, the Oregon Motorcycle Riders Association is keeping track of points and will issue number plates for 1979. They will also give trophies for the year.

Unofficially, this writers figuring of points, gives all three Expert classes to local central Oregon riders. The Dowers brothers of Madras took 250cc and Open honors and Randy Frazier of Culver will get the number one in the 125cc Expert. ●

Results

250cc EXPERT: 1. Mark Dowers (Hus); 2. Edsel Stallings (Yam); 3. Brad Hadfield (Hus).
200cc: 1. Joe McCormick (Yam); 2. Dan Seger (Yam); 3. Steve Robinson (Yam).
OPEN EXPERT: 1. Bill Dowers (Hus); 2. Mike Ritchie (Hus); 3. Larry Baker (Mai).
125cc EXPERT: 1. Glen Rose (Suz); 2. Dan Dillon (KTM); 3. Joe Klokkevold.
250cc AMATEUR: 1. Henry Reimann (Yam); 2. Linden Marsh; 3. Jeff Bushey (Yam).
125cc AMATEUR: 1. Audie McCombs (Hon); 2. Larry Shields (Yam); 3. Rick Greenwell (Suz).
OPEN AMATEUR: 1. Wayne Linville (Yam); 2. Dan Aldridge (Yam); 3. Howard Larson (Mai).

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KTM
1977 250 World MX Champion

Central Pipeline

Lake Whitney was the next to last chance these riders had to qualify for the GNC Houston Astrodome finals. Next stop is Rio Bravo.

North Texas regional GNC qualifier

By Mike Reilly
Photos by John Rannikko, Jr.

LAKE WHITNEY, TX, DEC. 3

Texas motocrossers involved in the 1978-79 Grand National Championship showed up at Lake Whitney Cycle Ranch for the North Texas Regional that would qualify the top 10 in each class for the Third Annual International Finale in the Houston Astrodome, March 18, 1979. It was their second attempt at the coveted Astrodome invitations following the Texas Championship at Rio Bravo two weeks previous; and if unsuccessful today, Texas riders as well as others from around the country will have one last 11th hour opportunity at Rio Bravo in Houston the day before the Astrodome finals.

Derek Wedding and Mickey Pizzitola, members of the Howard Racing Team (who, along with Scott Goggles, Bosch Spark Plugs, and Hi-Point, are sponsors of the GNC series) dominated the 250cc Expert class aboard Hondas, giving their sponsor a clean sweep of the Texas qualifying races. Pizzitola, who was flawless in the mud at Rio Bravo, grabbing that win, spectated today in the first moto after a broken brake stopped him. He returned in the final to lead from start to finish for seventh overall. "Dynamite Derek" Wedding, a double Astrodome winner in '78 as well as claiming three state championships, was fastest in the first moto and managed to win overall despite a sixth place finish in the final.

Wedding, who holeshot the start of the first moto was chased by a pumped Skipper Franks who caught a draft behind the east Texas flash and hung on for a tenacious battle for the lead while Nick Cordova and Ricky Collins scrapped for third. Behind them, a three rider dog fight involving Kirk Spencer, Mike Walcott and Mike Bodenhamer would provide action the remainder of the moto. Franks, aboard a Yamaha, was in contention for the win until a charging Nick Cordova (Suz) slipped between Wedding and Franks for a three way struggle for the win. Franks eventually tired, and Wedding, who was fastest through the sweepers, barely held off the inspired attack of Cordova for the win.

Pizzitola led the field at the start of moto two ahead of Walcott, Spencer, Cordova, Billy Harrison and Bodenhamer. Wedding crashed in the first turn and began a 12 lap pursuit that would net him sixth in the moto and first overall. By the halfway point in the race, Walcott, Spencer, and Cordova had caught leader Pizzitola. Cordova, despite a transmission oil leak, again started his charge and picked off Spencer and Walcott. Bodenhamer (Hon) picked up his pace and moved into the top five while Skipper Franks dropped back; Cordova retired; and Wedding continued to pick off the stragglers. At the finish line Pizzitola was hounded by Kirk Spencer (Ram's Eat-A-Chick Special) whose second moto performance would reward him with second overall. Mike Bodenhamer and Ricky Collins were third and fourth in the moto and in the final standings.

The 125cc Experts proved surprisingly dull considering the talent involved. Randy Sullivan led the first moto unchallenged while behind him Nick Cordova, Greg Hembre, and Randy Wallace were well spread out with few individual battles. Sullivan holeshot the start of the final moto and appeared headed for a sure victory until mechanical problems shut him down on the third lap. Greg Hembre and Bart Batson battled for second while Randy Sullivan escaped with a secure lead that he would hold to the flag for first overall.

The first moto of the 125cc Intermediate class was a classic shootout between Darin Eames and Tony Neilsen. Neilsen, '78 Novice GNC and state champ, forced a mistake and took the lead in the last corner for the moto win as Eames settled for second and Byron Chism third. In the final moto Eames fought with Keith Davis for the lead while Neilsen struggled with a crash and a flat tire back in the pack. Eames managed an easy moto victory and first overall, Keith Davis second and Steve Turner third. Eames, who has chased a Grand National title for three years, beginning as a minibiker, went undefeated during the Texas qualifiers and should be a definite threat for the Astrodome win.

Randy Mansell and Doug Brown chased each other the entire second moto of the 125cc Novice class to decide that overall with Mansell coming out ahead.

Tim Wagner, Bill Howe, and Glen Godier were the three fastest in the 250cc Novice class; but Wagner (Suz) was really flying in the final moto and took the decision.

KTM mounted Chuck Taylor, Jr. dominated the first race of the Open class but couldn't get motivated in the final moto and settled for third overall. Tracy Durham and Steve Sheffield led the final moto until Eric Berg (Yam) blitzed his way to second and first overall. Sheffield, on a Husky, was among the leaders both motos and finished second overall and Taylor was third.

Tom Hollister (C-A) was simply uncatchable both motos of the Over-30 class; Bill Alstrin chased from second both events, and Dennis Baker (KTM) went fast in the first moto but played conservative in the final for third.

Ben Clemens and Mark Dawson won their elimination motos of the 100cc class but had to be equally quick in the final moto to grab a top 10 finish position against a very strong but surprisingly inconsistent 100cc class. Dawson took the lead on the final lap of the last moto and held on to win. Clemens had problems and did not finish; Donnie McMillon and Rodney Wiginton were second and third in the final moto, and Craig Riddle, who briefly led the final race, managed fourth ahead of John Pollard.

The Senior Minicycle class was a name affair with Greg Fouts at the head of the class each moto, making it look easy for a big win. Fouts had his hands full with Jerry Skinner both races. Skinner was second for the day and Randy Seawright was third.

Flyin' Bryan Taylor had his problems in the Senior Minibike struggles but avenged that loss with a big win in the Stock Mini class. Taylor was unchallenged in the first moto beating Texas state champ Tim Butler and Greg Fouts. But it was the second moto where Flyin' Bryan showed how he earned his nickname. Crashing in the first turn at the start, Taylor threw up his hands in disgust but he quickly remounted in last place and started a storybook charge to the front. Mark Dawson and Greg Fouts led 1-2 at the start. On the third lap Tim Butler held third, Fouts the lead, and Bryan Taylor slashed to fourth. On the last lap Taylor picked off both Butler and new leader Dawson as Fouts fell back. Taylor won the moto and overall, Dawson and Butler were second and third.

Hardluck Pitts complemented his Rio Bravo Championship win with another victory in the Junior Minicycle class today. He also earned a decision over state champ Carroll Richardson who had problems in the first moto but returned in the final for a convincing win. Pitts managed second behind Richardson in the final and that was sufficient for the overall.

Texas state champ Angie Scott was too much for the opposition in the 50cc class as she has been all year. Tiger Foytik and Bo Daugherty chased Angie all day and finally settled for second and third.

Johnny Portmann, Troy Rogers, and Damon Reichle led the first moto of the 250cc Intermediate class, but that order didn't last long. Reichle, aboard a Kawasaki, slipped past both leaders on the second lap and held to the finish. Though appearing to be the fastest rider on the track, Damon blew his shot at the overall with a poor start in the final. Kirk Dillon led and won the final moto but combined with a DNF in the first moto he ended up out of the top 10. Behind Dillon, who was long gone by moto's end, was a four rider battle between Troy Rogers, Paul Renfro, Kevin Gee, and Damon Reichle who had recovered from a poor start. Gee would later drop back; Rogers, Renfro, and Reichle slugged it out to the checkered. Rogers finished 2-2 to best Reichle's 1-4 and won the class. ●

Results

MINI MINI CLASS: 1. Angie Scott (Ita); 2. Tiger Foytik (Ita); 3. Bo Daugherty (Ita).

MINIBIKE JR: 1. Hardluck Pitts (Suz); 2. Carroll Richardson, II (Suz); 3. Richie Hull (Yam).

MINIBIKE SR: 1. Greg Fouts (Suz); 2. Jerry Skinner (Suz); 3. Randy Seawright (Suz).

MINIBIKE STOCK: 1. Bryan Taylor (Suz); 2. Mark Dawson (Suz); 3. Tim Butler (Suz).

100cc CLASS: 1. Mark Dawson (Suz); 2. Donnie McMillon (Suz); 3. Rodney Wiginton (Suz).

125cc NOV: 1. Randy Mansell (Yam); 2. Doug Brown (Suz); 3. Chuck Moody (Suz).

125cc INT: 1. Darin Eames (Suz); 2. Keith Davis (Suz); 3. Steve Turner (Suz).

125cc EX: 1. Randy Wallace (Suz); 2. Greg Hembree (Suz); 3. Joe Skinner (Suz).

250cc NOV: 1. Tim Wagner (Suz); 2. Bill Howe (Kaw); 3. Glen Goodier (Suz).

250cc INT: 1. Troy Rogers (Hon); 2. Damon Reichle (Kaw); 3. Kevin Gee (Hon).

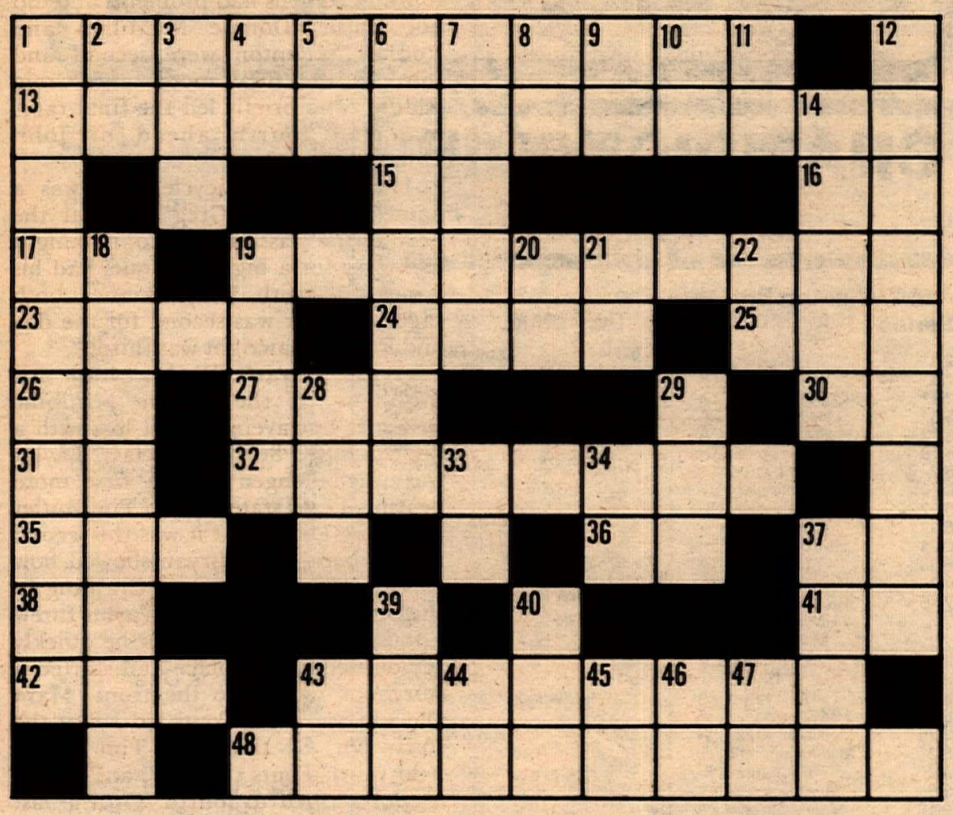
250cc EX: 1. Derek Wedding (Hon); 2. Kirk Spencer (Yam); 3. Mike Bodenhamer (Hon).

OPEN CLASS: 1. Eric Berg (Yam); 2. Steve Sheffield (Hus); 3. Chuck Taylor, Jr. (Kaw).

OVER 30: 1. Tom Hollister (C-A); 2. Bill Alstrin (Hon); 3. Dennis Baker (Kaw).

Crossed–up Word Puzzle

(Answers in next week's issue).



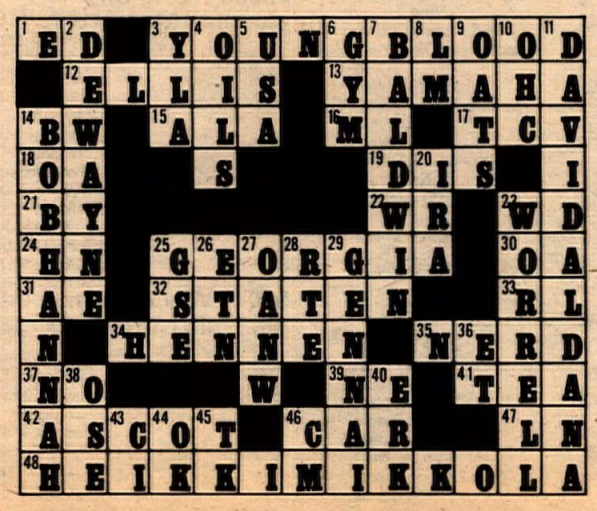
Sliding (across)

1. Gene Romero, Jim Rice, Ken Roberts and Gary Scott all won this National event (three words)
13. Won the 1969 Reading half mile National (two words)
15. _____ Marshall
16. State north of South Dakota (abbrev.)
17. Won Peoria's 80 c.i. National in 1958 (init.)
19. Won final two 125cc MX Nationals in 1976 season (two words)
23. International Yamaha Riders Assoc. (abbrev.)
24. A coin
25. English trials rider Richard Sun____.
26. Won Ascot half mile National in 1961 (init.)
27. It will sting you
30. Racer's Securities (abbrev.)
31. One of Howard Hughes' airplanes (init.)
32. It makes the chain and rear wheel work together
35. Southern Racing Assn. (abbrev.)
36. Suzuki model
37. Ask the Sierra Club if they like motorcycles and they will say _____.
38. Drag race class
41. Husky motorcycles come from this U.S. state (abbrev.)
42. Oil Company
43. Describes H-D in flat track and Yamaha in road racing
48. Won six Trans-AMA events in 1970 (two words)

Steep downhills (down)

1. 1960's flat tracker Satterly's nickname (two words)
2. Drag race class
3. National Racing Association (abbrev.)
4. Former National #93 Rawls
5. Old Yamahas (init.)
6. Young Louisiana road race whiz
7. Goodyear tire
8. Honda model
9. Internationale Motorcycliste (abbrev.)
10. Elkhart, Indiana, Class A hill-climber was fourth in points in 1974 (init.)
11. Eagle Raceway (init.)
12. Won 1972 Inter-AMA at Elkhorn, Wisconsin
14. What a racer does to a turn
18. AMA #1 in 1946
19. Trials riders lose points for _____.
20. Some groups and branches of government are trying to b-- motorcycles
21. A type of boat
22. Suzuki model_
28. They say that motorcycles pollute and waste gasoline
29. Won Talladega in 1973
33. Where the throttle has to be to win
34. Harley racer model from the 60's
37. Won a Peoria TT National in 1957, Al Gu_____
39. Leonard or Gugliemelli
40. Roger Reiman won a National three times at this track (abbrev.)
43. In racing, either you ____ or you don't
44. Won Castle Rock TT National in 1967 and 1969 (init.)
45. Ask the referee for another lap of practice and he might say _____
46. First two letters in the English alphabet
47. "Tough Engine" (abbrev.)

Answers to last week's Crossed-Up Word Puzzle



RESULTS

6th Annual Thorn Tree Hare Scrambles Marysville, CA Nov. 26, 1978 By Ramie Sexton

125 EXPERTS	
Delno Becker	
Robert Murph	
250 EXPERTS	
Alex Jorgensen	
Jim Fisk	
George Cheatham	
OPEN EXPERT	
G. Vanderpool	
Scott Davis	
Ken Sisler	
125 NOVICE	
Bill Fultz	
Fred Wheeler	
Frank Wigham	
200 NOVICE	
Byron Estes	
Kacy Killian	
Mike Flynn	
250 NOVICE	
Scott Sexton	
John McDougal	
Steve Spaans	
OPEN NOVICE	
Dan Steele	
Mike Bennett	
Jon Ellis	
125 JUNIOR	
Richard Colbin	
Terry Sage	
Tim Dickson	
200 JUNIOR	
Steve Ferroni	
Dean Joyner	
250 JUNIOR	
Ed Marchini	
Dan Scharf	
R. Nissen	
OPEN JUNIOR	
C. Swort	
Brad Emery	
Bret Joner	
OPEN JUNIOR	
C. Swort	
Brad Emery	
Bret Joyner	
100 SPORTSMAN	
Steve McCarthy	
Cody Landers	
POWDER PUFF	
Ramie Sexton	
Tammy Graham	
Ellen Parker	
100 MINI NOVICE	
Darren Segress	
VETERAN NOVICE	
David Christian	
Bill Holman	
Paul Otey	
VETERAN JUNIOR	
Tom Jepson	
Keith Anderson	
Dennis Hausman	
OLD TIMER NOVICE	
Bob Ewertsen	
Cliff Jones	
John Korntred	
OLD TIMER JUNIOR	
E.J. Stair	
John Dotson	
G.R. Glyer	
OLD TIMER EXPERT	
Ron Dotson	
Bud Hamilton	
John Noor	
VETERAN EXPERT	
Redgie Mull	
Bob Mars	
Jerry Jackson	
THUMPER NOVICE	
Mike Tipp	
Bill Woolman	
Don Teel	
THUMPER JUNIOR	
Ed Santin	

Semi-Pro MX Sears Point, CA Dec. 10, 1978 By W. H. Spencer

80 NOV	
Vince Piblo	Suz
Troy Barazoto	Suz
Steve Machado	Yam
80 JR	
Allen Silhanee	Suz
Bin-Mon Avery	Suz
100 NOV	
Jeff Thompson	Suz
Cory Perreault	Suz
100 JR/EX	
Doug Chandler	Yam
100 NOV	
Tony Serpa	Suz
Ricky Feigel	Suz
Steve Dana	Yam
100 JR	
Cory Cantaloupi	JE
125 NOV I	
Mark Hearn	Yam
Mark Bubelik	Yam
Paul Armada	Suz
125 NOV DIV II	
Cameron Brink	Yam
Rick Rackey	Suz
Jeff Akers	Yam
125 NOV III	
Gary Hutto	Suz
Dan Bee	Yam
Bill Fultz	Suz
125 JR	
Mike Holmes	Suz
Shawn Hantz	Suz
Curt Hansen	Suz
125 EX	
Don Cantaloupi	Yam
Mike Schalow	Suz
Glen Jennings	Suz
250 NOV I	
Bill Stout	Hon
Mel Arnold	Hon
Rick Lane	Mai
250 NOV II	
Ron McBroom	Suz
Jerry Brandt	Yam
Greg Bonovich	Yam
250 NOV III	
Julius Watsin	Yam
Irv Achziger	Hon
Mark Ferguson	Yam
250 JR I	
Donny Anderson	Hon
Tav Weinrick	Suz
Mike Scott	Hon
250 JR II	
Ron Combs	Kaw
Ken Pederson	Mai
Sam Foord	Hon
250 EX	
Larry Wosick	Hon
Dean Wiggins	Mai
Dave Woodall	Mai
OPEN NOV I	
John Quinoies	Yam
Grant Higginbotham	Mai
Gary Leach	Suz
OPEN NOV II	
Don Jensson	Yam
Jim Dana	Yam
Tom Pietri	Suz
OPEN JR	
Dave Faria	Mai
Bud Leake	Mai
Roland Dhaloux	Yam
OPEN EX	
Jerome Heiberger	Mai
Dean Wiggins	Mai
Neal Snarr	Suz
VET NOV	
Fred Hubbard	Suz
Jack Luser	Mai
Jim Farris	Suz
VET JR/EX	
Rich Schilling	Mai
Ernie Cabral	Suz
OT NOV	
Walter Dill	Yam
Jesse McKeever	Bul
OT JR	
Gene Hrobsky	Hus
Larry Bubak	Yam
OT EX	
Gene Higgenbotham	Mai
Ron Dotson	KTM

Woodland Winter Track MX Woodland, Wash. Dec. 16, 1978 By E. McCormick/ Action Oz

PEE WEE JR	
Henry Corbin III	Suz
Travis Dempsy	Suz
Jeremy Skokan	Yam
PEE WEE EX	
Jamey Munson	Itjet
Larry Ward	Itjet
MINI JR	
Larry Ward	Kaw
Jamie Munson	Suz
Chip Stark	Yam
MINI INT	
Rick Bozarth	Suz
Steve Bye	Yam
O.J. Warner	Suz
MINI EX	
Eric Hall	Suz
Trent Mourer	Suz
Denny Fennell	Yam
100 JR	
Ted Lind	Suz
Dan Blasdell	Yam
Tom Parent	Yam
100 INT	
Steve Corcoran	Yam
Gary Itarkleroad	Yam
Richard Bragg	Yam
125 JR	
Dave Hettings	Yam
Willie Cates	Suz
Sky Janssen	Yam
125 INT	
Clarance Gardner	Yam
Jim Greear	Yam
Dale Semmler	Suz
250 JR	
Ed Bryant	Yam
Greg White	Yam
William Sears	Yam
250 INT	
Eric Schumacher	Suz
Ray Shanafelt	Mai
Lance Schoening	Kaw
OPEN JR	
Bill Whipple	Yam
Bill Naylor	Yam
Ray Fisher	Mai
OPEN INT	
Ray Shanafelt	Mai
Bob Reed	Yam
Joe Knight	Hus
30-40 JR	
Gary Bonds	Hon
Pat Davis	Hus
Jack Blasdell	Yam
30-40 SR	
Bob Reed	Yam
Ray Shanafelt	Mai
Dave Skokan	Mai
O.T. JR.	
Norm Green	Yam
John Semmler	Suz
Dick DeMartini	Yam
O.T. SR.	
Ken Chickering	Yam
Glenn Barnett	Hon
Norm DuVall	Yam
125 PRO	
Chris Selnes	Suz
Steve Howland	Suz
Criag Bowman	Suz
250 PRO	
Darrold Baker	Hon
Allen Pitts	Hon
Darryl Zumstein	Hon

C.A.T. Mica Mine Trials Phoenix, AZ. Dec. 10, 1978

EXPERT	
Dale Eppard	Mon
Steve Bigler	Suz
Eric Eppard	Mon
AMATEUR	
John Ruggles	Bul
Kris Kircher	Bul
Steve Dickson	Ossa
NOVICE	
Brady Bruce	Mon
Frank Suriano	Bul
Keith Meerhoff	Mon
SEMI-NOVICE	
George Naidl	Bul
Norm Whinnery	Yam
Lucy Williams	Yam
BEGINNER	
Lee Stallings	Suz
Bill Cosgrove	Bul
John Patton	Bul
JUNIOR	
Joey Naidl	Yam
John Tencer	Yam
Mark Carter	Bul

AMA D-36 Hillclimb top five Blue Plates

Bob Baker	13, Hon
Bill Landsborough	10, Yam
Larry Chandler	10, Tri
Rex Hovey	7, Yam
Dick DeRosa	7, Yam

TROPHY PICKUP

100's MC trophies for Oct. 15 Hare Scrambles available at Sled Riders, Prairie Dogs, and Cactus Cats races or call (213) 333-5478. (3)

Huntington Beach M/C trophies can be picked up by calling (714) 989-5920 or (805) 251-4809 after 5:30 p.m. (4)

Antelope Ramblers M.C. trophies for July 30 European Scrambles available at GG Automotive, 18556 Rayen St., Northridge, CA. (213) 886-2742. (3)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

$1500.00 Pro Purse

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$3.00 Spectator

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member Sportsman	$8.00
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125, 250, & Open payback
1st $200, 2nd $100, 3rd $70, 4th $50,
5th $35, 6th $25, 7th $20
Sign-up 7:30, Practice 8:30, Race 9:30
Double Points to Members
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Motocross Every Saturday
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Sportsmen — 2-30 minute motos
Info: 714-495-4771

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AMA Executive Director
LIN KUCHLER
plots the association's '79 course

Don't miss it in next week's Cycle News!

CALENDAR

CHAMPIONSHIP EVENTS

AMA Winston Pro Series

2/2	TT/Houston, TX
2/3	ST/Houston, TX
3/11	RR/Daytona Beach, FL
5/6	Mile/San Jose, CA
5/12	HM/Gardena, CA
5/19	HM/Topeka, KS
6/2	HM/Louisville, KY
6/10	HM/Middletown, NY
6/17	RR/Loudon, NH
6/22	TT/Santa Fe, IL
6/24	HM/Columbus, OH
6/30	TT/Gardena, CA
7/7	TT/Castle Rock, WA
7/15	RR/Sears Point, CA
7/22	HM/San Jose, CA
7/29	Mile/DuQuoin, IL
8/3	ST/Santa Fe, IL
8/5	TT/Peoria, IL
8/12	RR/Pocono, PA
8/19	HM/Des Moines, IA
8/25	Mile/Indianapolis, IN
8/26	Mile/Indianapolis, IN
9/2	RR/Loudon, NH
9/9	Mile/Syracuse, NY
9/16	⅝ Mile/Meadows, PA
9/23	Mile/San Jose, CA
9/29	HM/Gardena, CA

AMA/Toyota Supercross Series

1/28	Oakland, CA
2/10-11	Seattle, WA
3/3	Atlanta, GA
3/10	Daytona, FL
3/16-17	Houston, TX
4/28-29	Pontiac, MI
6/2	New Orleans, LA
7/6-7	Pittsburg, PA
7/14	Los Angeles, CA
11/10	Anaheim, CA

AMA National Motocross 125/250/500cc

3/25	125/250cc MX Sacramento, CA
4/1	125/250cc MX Trabuco Cyn., CA
4/8	125/250cc MX Houston, TX
4/22	125/250cc MX Omaha, NB
5/13	250/500cc MX Mt. Morris, PA
5/20	250/500cc MX Southwick, MA
5/27	250/500cc MX Atlanta, GA
6/17	250/500cc MX Sears Point, CA
6/24	250/500cc MX St. Peters, MO
7/1	250/500cc MX Buchanan, MI
8/5	125/500cc MX Escoheag, RI
8/12	125/500cc MX Binghamton, NY
8/19	125/500cc MX Charlotte, NC
8/26	125/500cc MX St. Petersburg, FL

AMA National Enduros

Eastern Region

3/4	Stone Mtn. Nat'l Georgia Crackers MC Georgia
3/25	100 mi. Nat'l No. Virginia Trail Riders Virginia
4/1	Curly Fern Nat'l S. Jersey Enduro Riders New Jersey
4/29	Little Raccoon Classic Appalachian Dirt Riders Ohio
5/27	Little Burr Nat'l Enduro Riders Assoc. Ohio
8/12	100 mi. Nat'l Ithaca Dirt Riders New York
9/30	100 mi. Nat'l Columbia Enduro Riders South Carolina
11/14	Twin States Nat'l W. Kentucky Trail Riders Kentucky

Central Region

3/11	100 mi. Nat'l Dusty Wheels M.C. Louisiana
3/18	100 mi. Nat'l Tulsa Trail Riders Oklahoma
4/8	125 mi. Nat'l Post Enduro Assoc. Texas
5/8	Burr Oak Nat'l Mid-West Nat. Enduro Riders Illinois
6/3	Lame Duck Nat'l Mid-State Trail Riders Michigan
6/24	100 mi. Nat'l Straight Arrow Enduro Riders Minnesota
8/18-19	400 mi. Jack Pine Nat'l Lansing M.C. Michigan
10/7	Black Coal Nat'l IN, IL, KY, Enduro Riders Indiana

Western Region

2/18	150 mi. Nat'l Chaparrals M.C. California
5/13	100 mi. Nat'l Redwood Scramblers M.C. California
6/3	Tuff'e Nuff Nat'l California
10/7	100 mi. Nat'l Double Crossers M.C. California
10/14	100 mi. Nat'l Prairie Dawgs M.C. New Mexico
10/21	125 mi. Nat'l Mt. Baker M.C. Washington
10/28	100 mi. Nat'l Far West M.C. California
11/14	100 mi. Nat'l Redding Dirt Riders California

AMA 2-Day ISDT Qualifiers

4/21-22	California City, CA
5/12-13	Maplesville, AL
5/19-20	Rose City, MI
6/9-10	McMinnville, OR
6/16-17	Bellingham, WA

FIM/AMA International Events

6/10	500cc USGP Carlsbad, CA
7/22	125cc USGP Lexington, OH
7/29	250cc USGP New Berlin, NY
8/5	F-750 Road Race Monterey, CA
9/16	Olympiad, Orange, CA

Trans-AMA

9/23	Lexington, OH
9/30	Buchanan, MI
10/7	New Berlin, NY
10/14	TBA
10/21	St. Peters, MO
10/28	TBA
11/4	Sonoma, CA

125cc World Championship Motocross

4/8	Austria
4/15	West Germany
5/13	Holland
5/20	Italy
6/10	Finland
6/17	Czechoslovakia
6/24	Yugoslavia
7/1	Switzerland
7/8	France
7/15	Ireland
7/22	USA
8/12	Spain

250cc World Championship Motocross

4/7-8	Spain
4/22	Holland
4/29	Italy
5/6	Belgium
5/20	Yugoslavia
5/27	Czechoslovakia
6/10	Poland
6/17	France
7/1	W. Germany
7/29	USA
8/5	Finland
8/12	Bulgaria

500cc World Championship Motocross

4/22	Austria
4/29	France
5/13	Sweden
5/27	Italy
6/10	USA
6/17	Canada
6/24	W. Germany
7/1	Britain
7/8	Switzerland
7/29	Holland
8/5	Belgium
8/12	Luxembourg

World Championship Observed Trials

2/10	Ireland
2/17	Britian
2/25	Belgium
3/4	Holland
3/11	Spain
3/18	France
6/10	Canada
6/17	USA
7/15	Italy
8/19	Sweden
8/26	Finland
9/16	Czechoslovakia

International Six Days Trial

9/10-15	W. Germany

Trophee Des Nations

9/9	Stockholm, Sweden

Motocross Des Nations

9/2	Finland

Tourist Trophy World Championship Road Racing

6/2-8	Isle of Man TT
8/18	50th Ulster GP/Ireland

Road Racing World Championship Grand Prix

3/18	Venezuela
4/29	Austria
5/6	W. Germany
5/13	Italy
5/20	Spain
6/17	Yugoslovia
6/23	Holland
7/1	Belgium
7/22	Sweden
7/29	Finland
8/12	England
8/18	Czechoslovakia
9/2	France

World Championship F750 Road Racing

4/1	Italy
4/22	England
5/27	France
7/15	Switzerland
7/22	Austria
7/29	Canada
8/5	USA
9/9	Holland
9/16	Belgium
9/23	W. Germany
9/30	Yugoslavia

European Endurance Championship

4/22	Holland
4/29	France
5/20	Belgium
6/17	W. Germany
6/24	Italy
7/8	Spain
9/30	England

AMA/NATC Nat'l Trials

5/19	New York
5/20	Pennsylvania
5/26	Indiana
6/17	Colorado (also FIM World round)
6/23	Texas (San Antonio)
6/24	Texas (Dallas)
8/26	Arizona
9/1	Oregon
9/3	California

S.C.O.R.E. Off Road Racing

2/9-10-11	Parker 400 Parker, AZ
3/23-24-25	Mexicali 250 Mexicali, Baja, CA
6/8-9-10	Baja Internacional Baja, CA
8/24-25-26	Off-Road World Championships Riverside, CA
11/9-10-11	Baja 1000 Baja, CA

AMA D-37 1979 Event Schedule

1/7	Dirt Digger	MX
1/14	Sled Riders	HH
1/14	Lightweights	S
1/21	Prairie Dogs	HS
1/28	Cactus Cats	HS

2/3-4	Anaheim Hi Siders	GP
2/4	Prospectors	E
2/11	Dirtfliers	HS
2/11	Lightweights	S
2/18	Four Aces	HH
2/18	Chapperals	E
2/25	Brush Busters	HH
2/25	Gripsters	S
3/10	Jack Rabbits	S
3/11	Invaders	HH
3/18	Maywood	HS
3/18	Dirt Diggers	E
3/18	Lightweights	S
3/25	Desert Squirrels	HS
3/31	OCMC	GP
4/1	OCMC	GP
4/8	Rovers	HH
4/8	Lightweights	S
4/14	Viewfinders	HS
4/14	End Does	E
4/21-22	Shamrocks	Q
4/29	Prospectors	HH
4/29	Gripsters	S
5/13	Badgers	HH
5/13	Lightweights	S
5/19-20	Pasadena MC	E
5/20	Desert Foxes	HH
5/20	End Does	MX
5/27	Master Links	HH
6/10	Desert Daiseys	HS
6/10	UEA	E
6/16-17	Desert Vipers	DES
6/24	Buzzards	HS
7/8	Desert Donkeys	HS
7/15	SGVMC	ES
7/29	Shamrock	ES
8/4-5	Hilltoppers	GP
8/19	Four Aces	ES
8/25	Gripsters	S
8/26	Antelope Ramblers	ES
9/1-2	Dirt Diggers	GP
9/9	Stump Jumpers	HH
9/16	Dusters	HH
9/23	Shamrock	HH
9/30	100's MC	HH
10/6-7	Desert Vipers	GP
10/7	Double XX	E
10/14	Checkers	HH
10/21	Jack Rabbits	S
10/28	Desert MC	HH
11/3-4	Checkpoint	E
11/4	Dirt Diggers	MX
11/11	Huntington Beach MC	HH
11/11	Anaheim Hi Siders	MX
11/18	Desert Knights	HH
11/24	SGVMC	HH
12/1-2	Maywood MC	GP
12/1-2	CEA	E
12/9	Jack Rabbits	HH
12/9	Gripsters	S
12/16	Hilltoppers	ES

MX	Motocross
HH	Hare & Hound
S	Scrambles
HS	Hare Scrambles
GP	Grand Prix
E	Enduro
ES	European Scrambles
Q	Qualifier
DES	Dual Euro Scrams

CMC 1979 Motocross Schedule California

JANUARY	
1/7*	Saddleback Park
1/14	Carlsbad Raceway
1/21	Saddleback Park
1/28*	Carlsbad Raceway
FEBRUARY	
2/24*	Saddleback Park
2/11	Carlsbad Raceway
2/18	Saddleback Park
2/25*	Carlsbad Raceway
MARCH	
3/4*	Saddleback Park
3/11	Carlsbad Raceway
3/18	Saddleback Park
3/25*	Carlsbad Raceway
APRIL	
4/1*	Saddleback Park
4/8	Carlsbad Raceway
4/15	Saddleback Park
4/22*	Carlsbad Raceway
4/29	Saddleback Park
MAY	
5/6*	Saddleback Park
5/13	Carlsbad Raceway
5/20	Saddleback Park
5/27*	Carlsbad Raceway
JUNE	
6/3*	Saddleback Park
6/10	Carlsbad Raceway
6/17	Saddleback Park
6/24*	Carlsbad Raceway
JULY	
7/1*	Saddleback Park
7/8	Carlsbad Raceway
7/15	Saddleback Park
7/22*	Carlsbad Raceway
7/29	Saddleback Park
AUGUST	
8/5*	Saddleback Park
8/12	Carlsbad Raceway
8/19	Saddleback Park
8/26*	Carlsbad Raceway
SEPTEMBER	
9/2*	Saddleback Park
9/9	Carlsbad Raceway
9/16	Saddleback Park
9/23*	Carlsbad Raceway
9/30	Saddleback Park
OCTOBER	
10/7*	Saddleback Park
10/14	Carlsbad Raceway
10/21	Saddleback Park
10/28*	Carlsbad Raceway
NOVEMBER	
11/4*	Saddleback Park
11/11	Carlsbad Raceway
11/18	Saddleback Park
11/25*	Carlsbad Raceway
DECEMBER	
12/2*	Saddleback Park
12/9	Carlsbad Raceway
12/16	Saddleback Park
12/23*	Carlsbad Raceway
12/30	Saddleback Park

* Points Races for Pros

California CRC Desert Schedule 1979

1/21	Renegade HS	Red Mtn.
2/4	20 Mule Team Race	Rand
2/18	Gold Digger HS	Lucerne
3/4	Outlaw GP	Riverside
3/18	Boothill HS	Rand
4/8	Dr. Pepper GP	Racing World
4/22	Pucker Bunny HS	Lucerne
5/6	Dunestown GP	Indian Dunes
5/20	Bandito HS	Rand
6/2-3	Cal City GP	Cal City
8/26	Tom Cat ES	Red Mtn.
9/9	Wild Hare	Cal City
9/23	Jackass Team Race	Lucerne
10/7	Golden Bear H & H	Cal City
10/21	Desert Spook HS	Barstow
11/4	Rosarito GP	Baja
11/18	Wild Turkey HS	Rand
12/2	Reindeer HS	Lucerne
1/4	Bobcat	Red Mtn.
2/11	Candy Ass	Barstow
3/11	Gringo	Baja
4/8	Hobo	Lucerne
5/6	Tenderfoot	Cal City
6/3	Sidewinder	Barstow
9/16	Roadrunner	Cal City
10/14	Gullywhomper	Lucerne

California CRC 1979 Enduro Schedule

1/14	Bobcat	Red Mtn.
2/11	Candy Ass	Barstow
3/11	Gringo	Baja
4/8	Hobo	Lucerne
5/6	Tenderfoot	Cal City
6/3	Sidewinder	Barstow
9/16	Roadrunner	Cal City
10/14	Gullywhomper	Lucerne
11/11	Iron Horse	Red Mtn.
12/9	Santa Claus	Lucerne

Regularly Scheduled Events

CALIFORNIA

TT PRACTICE
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. Every Wednesday night. For info: 714/674-2077, 676-4718.

Thursday

CALIFORNIA

R.A.C.E. FLAT TRACK/ODYSSEY
Corona Rcwy, Corona, CA. H-91 & Buchanon. Races alternate each week between Flat Track/TT and ATC/Odysses. Flat Track-All classes. 30% trophies, money races. Entry $4, $5 money. ATC-All classes. 30% trophies. Entry $7. Gate $3. Race 7:30 p.m. 714/689-1913, 735-1705.

OREGON

CMC NIGHT MOTOCROSS
Delta Park, Portland, OR. I-5 North of Portland at Delta Park exit. All classes. 100%P.b, 30% trophies. Entry $7.50, $13.50 Pr. 503/285-6635.

Friday

CALIFORNIA

AMA SEMI-PRO NIGHT MX
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. p.b., 30% trophies. Gates open: 4 pm, prac 6:15, race 7. All new track, water jump. 415/634-3328, 634-1667.

H.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac 6 pm, race 7. 206/631-1550.

AMA INDOOR SHORT TRACK
Evergreen Fairgrounds, Monroe, WA, N.E. of Seattle. Mini thru 360 A & B classes. Trophies. Entry $5. Shoreline Lions Club, Bob Henry, 1105-180 St. S.W., Lynwood, WA 98036. 206/745-8030.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Amateur trophies thru 8 places, Expert p.b. depending on entries. Prac. starts 7 p.m., race 8. Entry $7 Am, $12 Ex. Swimming pool, showers, game room. 713/458-0090.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac. 8-8:30, race 9. Pros race 40 min, others 30 min. Entry $9, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

TT/SHORT TRACK
Perris Rcwy. on Hwy. 74, off Ellis Ave., ¼ mi. west side, Perris, CA. Gates open 5 p.m., prac. 6:30, race 7:30 p.m. All classes. Beg. thru Ex. 30% brass. 714/960-2501.

TT SCRAMBLES
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. For info: 714/674-2077, 676-4718.

OKLAHOMA

ASL SPEEDWAY
Limestone Run Spdwy, Oklahoma City, OK. ¼ mi. S. and ½ mi. West of I-40 & Council. 1st & 2nd Div. classes. Purse 30% of gate. Entry $5. Start 8 pm. Must register 2 weeks in advance. 405/681-7102.

WASHINGTON

PNMA MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

Sunday

CALIFORNIA

TT/MX/SPEEDWAY PRACTICE
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. For info: 714/674-2077, 676-4718.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. East of Riverside on H-60 to Theodore Off ramp. All classes. 30% same day trophies to Sptsmn. Entry $12 Ex, $7 Sptsmn. Non-membs add $2. Pros ride 2 long motos, Sptsmn 3 motos. Membership not required, park open Sat & Sun for prac. Gates open 7 am. Free camping, prac. 8:30, race 9:30 am. 714/635-5840, 653-7979, 714/653-4558.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

WASHINGTON

CMC NORTHWEST MX
Seattle International Rcwy, Kent, WA. 5 mi. E of Auburn on H-18. All classes. $1000 purse every week. $2000 in Amateur prizes. Fall $10,000 series. Entry $8 Am, $13 Pro. 206/631-1550.

January 12

INDOOR MC SWAP MEET
Movieworld Exhibit Center, 6900 Orangethorpe, Buena Park, CA. 6:00 p.m. to 11:00 p.m. Admission $2.50 per person, kids under 12 free. Info: 213/588-0763.

D-36 ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Entry Sptsmn. $8/Ex. $10. Watch for $3. Gates open 4:00 p.m., prac.

CLASSES	MOTO MONEY		PROS PAY		
2 MOTO'S PER CLASS	1st MOTO		2nd MOTO	OVERALL	TOTAL
MINI 0 80cc JUNIORS & PROS	First	$55.00	$55.00	$145.00	$255.00
125 NOVICE, JUNIORS & PROS	Second	45.00	45.00	110.00	200.00
250 NOVICE, JUNIORS & PROS	Third	35.00	35.00	80.00	150.00
OPEN NOVICE, JUNIORS & PROS	Forth	30.00	30.00	70.00	130.00
6 BIKES MAKE A CLASS	Fifth	25.00	25.00	50.00	100.00

FOR PRE-ENTRY AND ADDITIONAL INFORMATION
CALL:
(915) 592-6699 or (915) 566-7631
BETWEEN 8:30 A.M. and 5:00 P.M.

Sunday, Feb. 11, 1979
Side Winder Road — Barstow
Family Enduro
CRC Points
Club Challenge

A Gigantic 5 foot trophy will be awarded to the club with the 10 best Enduro riders. Each club may enter up to 15 riders. The 10 best scores will count toward the Club Championship. There is no extra cost to the riders. The 1st 36 minutes will be reserved for the Clubs. Each Club will receive 3 minutes (5 to a minute).
714-689-6114 days

CRC BOBCAT ENDURO 1979
Jan. 14, 1979
Family Enduro
Red Mountain (Charlie's Place)
CRC Points
714-689-6114 days
1st Enduro of the Year

CRC
213-830-7519
Motocross Race Schedule
Jan. 14 — Saddleback
Jan. 21 — Racing World
Jan. 28 — Saddleback
Feb. 4 — Indian Dunes
Feb. 4 — Racing World
1979 Membership Available
Membership Required

Repeal the law of gravity

SRA
Jan. 14
New Years G.P.
Saddleback Park
714-828-1358

Sunrise Valley Cycle Park
Adelanto, Calif.
Moto-X racing 2nd & 4th Sunday each month—
$8 Sportsman - 30% trophies same day
$12 Expert - cash payback
50% trophies to Mini & Vets
Free overnight parking
gates open 7 am, practice 8 am, 1st race 9:30
714-887-1556 714-245-7339

ANAHEIM HI-SIDERS SO. CALIF.

1979 Anaheim Hi-Siders District 37 Grand Prix

AMA AMERICAN MOTORCYCLIST ASSOCIATION

February 3 & 4

Racing World (Escape Country)

District 37 points **AMA sanctioned**

Entries open Jan. 5 close Jan. 26

75 Min. races

Overnight camping $3 per vehicle

$3 spectator fee

$15 mail entry - includes entry to park for rider

$25 post entry

Postmark determines starting position

use any standard entry form - send with 3 S.A.S.E. to:

ANAHEIM HI-SIDERS GP

217 Laxor
Apt. B
Anaheim, CA 92804
for more info call:
714-527-6799

RACING WORLD ESCAPE COUNTRY

Southern California's only motor recreation park with

OVERNIGHT CAMPING

714-581-6400

OPEN 7 DAYS A WEEK

Racing Schedule

Jan. 14

Racing World MX
(Marty Smith Course)

Motocross Cat

Tee-Shirts!

- Super quality 50% Cotton, 30% Polyester!
- Knitted neck & arm trim
- Dark cartoon with red lettering
- Approved by Papa Wealey
- Order yours today for immediate delivery – no waiting

Supply limited-Order fast!

Just fill out, rip off, & mail to:
Cycle News Products
PO Box 498, Long Beach, CA 90801

My name is _____

Street Address _____

State _____ Zip _____

I want ____ [ ] small [ ] medium [ ] large [ ] extra large

Motocross Cat Tee-Shirts
I enclosed $5.95 for each Shirt
(California residents add 6% sales tax)

6:30-7:00, race 7:15 p.m. True stadium /MX type scrambles. 30% brass, 80% Ex. p.b. For info: 415/634-3328 or 634-1667.

January 13

CORONA RACEWAY TT/ST/HM
Corona Raceway, Corona, CA. All sportsman entries FREE. Pros (money class) entry $6. $5 p.b. Gates open 5:00 p.m., prac. 6, entries close 6:15, race 7 p.m. Gate fee $3/$2/$1. 30% brass. Sil. req. 714/735-1705, 689-1913.

INDOOR SHORT TRACK
Benton County Fairgrounds, Corvallis, OR. Sptsmn classes Mini Beginner thru 500cc, 250cc Pro class. Entry f$7 Pros, $5 others for first bike, $4 for 2nd. Gates open 6:00 p.m., prac. 7, race 8. Watch for $3 & $1.50. 503/928-7205, 753-1152.

January 13-14

CMC GOLDEN STATE SERIES MX
Dunlap Cycle Park, Madera, CA. $24,000 total posted for 7 race series. $3000 Pro purse per event. Pro classes, 125/250/500cc. Pro entry $25 mail, $35 post. Pros ride Sun. only. $8,000 in awards to Jr/Int series winners. Jr/Int. entry $10 mail, $13 post, Sportsmen ride Sat. 100cc Pros ride Sat, entry $12, $15 p.b. Info: 424 So. A Street, Madera, CA 93637. 209/673-3146. CMC license req'd.

January 14

D-37 SLED RIDERS MEMORIAL HARE SCRAMBLES
Camprock Rd., CA. Limed from Lucerne Valley east to Camprock. Larry Pfutzenreuter & DAve Doney Memorial race. All classes welcome. Finisher pins & trophies. D-37 pts. 714/737-7607, 530-1827.

CRC BOBCAT ENDURO
Red Mtn., CA. Charlies Place. 2 loops 35 mi. each. This is a real family enduro. Starts 8:00 a.m. C riders & -16 yrs., minis & women go one loop. All others go 2 loops. CRC pts., 20% trophies. Mail entry $12, Post $15. Non-memb. add $2. Mail entry & 2 SASE to: California Racing Club, 7601 Arlington Ave., Riverside, CA 92503. 714/689-6114, days.

SRA NEW YEAR'S ENDURO
Pits btwn. Cal City, CA & Randsburg.
SRA, PO Box 1048, Cypress, CA 90630. 714/828-1358.

D-37 TT SCRAMBLES
Elsinore Raceway, Elsinore, CA. Gate open 8:00 a.m., prac. 9, race 10. Minis & sidehacks welcome. Lightweights MC. 213/371-7356.

PRC MILE LONG TT SCRAMBLES
Perris Raceway, Perris, CA. Hwy. 74 thru Perris to Ellis Ave., S ¼ mi., R on Burton Rd. All classes. Entry $5 memb., $7 non-memb. 30% brass. Mile long old course, smooth & packed. Prac. 10:00 a.m., race 11:30 a.m. Dbl. pts. to series riders. 714/657-4897, 657-8917.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos each. Cash to Pros, 30% trophies to Sptsmn. Entry $9, $13 Pro. Gates open 7 a.m., prac. 8, race 9:30. CRC memb. req'd. 213/830-7519.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Membership req. Entry, Sportsmen $8 mail, $10 post. Pros $12 mail, $15 post. For info: AME, PO Box 1421, Reseda, CA 91336. 213/881-5778. California Championship Challenge.

QUICKSILVER ENDURO
Clear Creek, CA (New Idria), 38 mi. E of King City off Hwy. 25. Entries open Dec. 4, 1978. Entry $12 per rider, $3 extra per three man team. Spk. arr. mufflers, license or off-road stickie req. Start & finish near Picacho Store on Old Coalinga Rd. Course is approx. 80-90 mi. of dirt riding. First rider out at 8:01 a.m. Classes A, B, & C Old Timers. AMA cd. req. For info: Salinas Rambler MC, c/o Dane Askins, 422 Shelley Way, Salinas, CA 93901. 408/422-8248 after 6 p.m., or 408/422-3232.

AMA INTERCLUB MC OLYMPIAD
Prairie City OHV Park, Sacramento, CA. For more info: Dirt Diggers North, 5517 Helen Way, Sacramento, CA 95822. 916/456-3178.

SCTA/ATA TRIALS
Reche Cyn., near Riverside, CA. Members $6 entry, non-memb. $7. Land use fee $4. Sign up 8:00 a.m., start 9:00. 213/379-2711.

AMA ROUGH SCRAMBLES
Gage Shippee Rd. & Hwy. 99. 14 mi. S of Chico, CA. All Sptsmn classes. Entry $6 & $3 Semi Pro. 100% Ex. p.b. Gate open 8:30 a.m., sign up 9-11:15, prac. 9:30-11:00, race 12 noon. For info: Bob Ryon, Rt. 1 Box 394-A, Chico, CA 916/342-6851.

D-36 MARATHON
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. 100/125/250/Open classes. $25 overall purse. 30% brass. Entry $6 per bike, $3 ride or watch. All classes ride together/scored separately. Gate open 7 a.m., sign up 7:30-9, prac. 9:30, race 10:00 a.m.-11:30 a.m. Double event/rough scrambles in p.m. 415/634-3328 or 634-1667.

D-36 ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes. Entry $8 Ex/$6 Spts mn. $3 watch. Gate open 8:00 a.m., sign up 8-12:30, prac. 11:30-12:30, race 1:00 p.m. Marathon earlier same day. 415/634-3328, 634-1667.

C.A.T. DEJA VU TRIALS
Black Canyon Hwy. to Dugas Rd. exit. 5 mi. from Cordes Jct. to Dugas Rd., 4 mi. to pits. Championship Round #6 for Expert class. Sign in 8:30 a.m., start 10 a.m. Entry $6, CAT & SATA memb. $4 Beg/Jrs. $4 & $2. Watch for free. Mufflers & spk arr. req. for info: 602/992-6168.

MOTOCROSS
Helvetia Park, West Sacto, CA. I-80 to Harbor Blvd. turn-off in W. Sacto, N 6 mi. All classes. Entry $10 and $16. $1 for insurance. 100% p.b. New club—Helvetia Inter/MC. $5 per year membership. For info, 153 Fleming Ave., Vallejo, CA 94590. 707/552-0116.

SRA GRAND PRIX
Saddleback Park, Orange, CA. All classes. Finisher pins, 20% brass. Post entry $12. Gates open 7 a.m., prac. 8, 1st race 9:00. SRA New Years GP. For info: 714/828-1358.

AMA MOTOCROSS
Oasis Raceway, Clearlake, CA. 25 mi. W of Williams, CA on Hwy. 20. All classes. Entry $10 for Sptsmn., $18 for Pros. 2nd bike $6. Gate opens 6:45 a.m., sign up 7, prac. 7:45, race 8:30 a.m. For info: Oasis Raceway, P.O. Box 1748, Clearlake Highlands, CA 95422. 707/994-4175.

RACING WORLD MOTOCROSS
Racing World, Trabuco Cyn., CA. Fwy. 5 to El Toro Rd. to Live Oak. All classes. Gates open 7 a.m., prac. 8, race 9:30 a.m. Entry $9/$12. 30% brass, cash to Pros. For info: P.O. Box 378, Trabuco Cyn., CA 92678, 714/581-6400.

D-38 HARE SCRAMBLES
Superstition Mtn., Imperial Valley, CA. Old Hwy. 80 to Huff Rd., follow arrows. All classes. Entry $9. 1 hr. races, 1½ hr. team race. Dirt Riders, 1775 E. Westinghouse, San Diego, CA 92111. 714/279-4030.

January 19

D-36 ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Entry Sptsmn. $8/Ex. $10. Watch for $3. Gates open 4:00 p.m., prac. 6:30-7:00, race 7:15 p.m. True stadium /MX type scrambles. 30% Ex. p.b. For info: 415/634-3328 or 634-1667.

January 20

KMSA AWARDS BANQUET
Holiday Inn Holidome, Hutchinson, KS. Season pts. awards, 5 championship classic race events awards & approx. 200 trophies will be awarded. 2-hr. movie "Follow the Circuit" to be shown. Ticket info. from KMSA, Box 68, Marquette, KS. 67464. 913/546-2581.

VALLEY RACING ASSN. GOLD PLATE PARTY
Modesto, CA. Dinner, dancing. Reservations, 415/969-1682.

January 20-21

CMC GOLDEN STATE SERIES MX
Indian Dunes, Valencia, CA. $24,000 total posted for 7 race series. $3,000 Pro purse per event. Pro classes, 125/250/500cc. Pro entry $25 mail, $35 jpost. Pros ride Sun. only. $8,000 in awards to Jr/Int. series winners. Jr/Int. entry $10 mail, $13 post. Sportsmen ride Sat. 100cc Pros ride Sat, entry $12, $15 p.b. Info: CMC PO Box 1402, Costa Mesa, CA 92626. 714/557-3323. CMC license req'd.

January 21

GROUNDSHAKERS MC MOAPA TO VEGAS H & H
Moapa, NV. Limed from I-5 & Glendale Jct. Allow 2 hrs. driving time from Vegas. Out of state cards welcome. Limited entry: 250 riders only. 125 mi. race 3 gas stops. Entry $11. Riders meeting 8:30 a.m., start 9:00 a.m. sharp. Super brass. 50% brass to all Novices. All MRAN memb. must have 1979 MRAN cd. or ride pp Ex. Fin. pins. Mail entry to Cal Mills, 5446 Elaina Cir., Las Vegas, NV 89120. 702/457-0343.

PRC & ORCA ODYSSEY & ATC RACE
Perris Raceway, Perris, CA. Hwy. 74 thru Perris to Ellis Ave., ¼ mi. S to Burton Rd., R side. All classes. Entry $7. Pts & 30% brass. Prac. 10:00 a.m., race noon. 714/657-4879, 657-8917.

D-36 HANGTOWN QUALIFIER MX
Sears Point Raceway, Sonoma, CA. All classes, minis, OT & Vets. Gate open 6:00 a.m., prac. 7:30, race 9. $10/Nov./Jr. $16/Ex. 100% p.b. of $15. $3 watch. D-36 memb. req. 707/938-8448.

CRC RENEGADE HARE SCRAMBLES
Red Mtn., CA. 2x35 mi. OK to pre-run course. CRC desert pts. Classes, Beg. thru Ex. Special classes for +30 yrs., & +40 yrs. Minis & women. Safe course, no impossible hills or bottlenecks. 1979 memb. req. 714/689-6114 days.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Membership req. Post entry only, $8 Sportsmen/$12 Pros. For info: AME, PO Box 1421, Reseda, CA 91336. 213/881-5778.

CRC MOTOCROSS
Racing World, Escape Country, Trabuco Cyn., CA. All classes. 2 motos and cash for Pros, 2 motos and 30% trophies for Sptsmn. Entry $9, $13 Pro, memb. req'd. Gates open 7 a.m., prac 8, race 9:30. 213/830-7519.

D-36 MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes. Gates open 6:30 a.m, sign-up 7-8:00 a.m., prac. 8:00, race 9:00 a.m. Entry Sptsmn. $10/Ex. $15. Watch for $3. 30% Ex. p.b. For info: Rt. 2, Box 143c, Brentwood, CA 94513. 415/634-3328, 634-1667.

V.O.T.E. TRIAL SCHOOL
Indian Dunes, Valencia, CA. Starts 10:00 a.m. Beginner class. Entry free. For info: 805/259-0790.

AMA ROUGH SCRAMBLES
Gage Shippee Rd. & Hwy. 99. 14 mi. S of Chico, CA. All Sptsmn classes. Entry $6 & $3 Semi Pro. 100% Ex. p.b. Gate open 8:30 a.m., sign up 9-11:15, prac. 9:30-11:00, race 12 noon. For info: Bob Ryon, Rt. 1 Box 394-A, Chico, CA 916/342-6851.

AME MOTOCROSS
Mountain High Int'l, Fresno, CA. Hwy. 99 to Hwy. 41 to O'Neals, North Fork, 14 mi. to Rd. 221, L to track. All classes. Pro p.b. 30% brass. Entry: Sptsmn. $8 mail, $10 post. Pros $12 mail, $15 post. $3 gate fee. Overnight camping ok. Gates open 7:00 a.m. 209/291-8793.

D-36 HARE SCRAMBLES
First Annual San Mateo County MC First Place Race. 15 mi. course at Stonyford. Limed W of Maxwell, CA 8 mi. N of Williams off I-5. 125/175/250/Open/4-stroke/Vets/OT. All Jr/Ex. sign-up 8:30-10 a.m. 5 lap race starts at 10:30. All Nov. sign up at 11-12:30 4 lap race starts 1:00 p.m. Fin. pins. Free T-shirts & trophies. Nat'l Forest camping. Spk. arr. req. Green Stickie mandatory. $15 entry at race. 415/574-4320 days, 415/368-4525 eves.

January 26

D-36 ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo &

Vasco Rd. All classes. Entry Sptsmn. $8/Ex. $10. Watch for $3. Gates open 4:00 p.m., prac. 6:30-7:00, race 7:15 p.m. True stadium /MX type scrambles. 30% brass, 80% Ex. p.b. For info: 415/634-3328 or 634-1667.

January 27

CORONA RACEWAY HM/ST
Corona Raceway, Corona, CA. Gates open 5:00 p.m., prac. 6, entries close 6:15, race 7:00 p.m. Entry $5 sptsmn., Pros $6, $5 p.b. Gate fee $3/$2/$1. 30% brass. Si. req. 714/735-1705, 689-1913.

January 27-28

CMC GOLDEN STATE SERIES MX
Carlsbad Raceway, Carlsbad, CA. $24,000 total posted for 7 race series. $3,000 Pro purse per event. Pro classes, 125/250/500cc. Pro entry $25 mail, $35 post. Pros ride Sun. only. $8,000 in awards to Jr/Int series winners. Jr/Int entry $10 mail, $13 post. Sportsmen ride Sat. 100cc Pros ride Sat, entry $12, $15 p.b. Info: CMC PO Box 1402, Costa Mesa, CA 92626. 714/557-3323. CMC license req'd.

January 28

AMA SUPERCROSS
Oakland Coliseum, Oakland, CA. Tickets available from Bass, Ticketron, Coliseum Box Office & 415/969-1682.

CMC MOTOCROSS
Argyll Park, 11 mi. S of Dixon, CA. Hwy. 113. All Sptsmn. $10 entry, 30% brass. Ex. $15 + $2 park fee. 100% Pro p.b. Gates close Sat. nite 12:00. Gate open Sun. 6:30 a.m., sign up 7:00, prac. 7:30, race 8:30 a.m. 916/678-3592.

TT SCRAMBLES
Perris Raceway, Perris, CA. Hwy. 74 thru Perris, L on Ellis Ave., ¼ mi. to Burton Rd., R side. All classes. Entry $5 memb., $7 non-memb. Sidehacks welcome. 30% brass. Prac. 10:00 a.m., race noon. Dbl. pts. for series riders. 714/657-8917, 657-4879.

UEA SILVER DOLLAR FAMILY ENDURO
Red Mtn., Trona Rd., CA. 100 miles. 3 loops. Mail entry $8 (one loop) $11 all others (closes Jan. 20). Post entry add $2 per entry, 3 man teams add $1 per rider. 20% trophies, finisher pins. Mail entry with 2 SASE to UEA, 8681 Brookside Dr., Huntington Beach, CA 92646. 714/963-8212.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Membership req. Entry, Sportsmen $8 mail, $10 post. Pros $12 mail, $15 post. For info: AME, PO Box 1421, Reseda, CA 91336. 213/881-5778. California Championship Challenge.

D-37 HARE SCRAMBLES
Anderson Dry Lake, Camprock Rd. Limed from Lucerne Valley, CA. All classes. 38 mi. loop twice. 10:00 a.m. start. Entry $10.50. Rescue 3 Benefit race, John Waggener Memorial race. All proceeds to Rescue 3. Pie plates & CRC riders welcome. D-37 apps. avail. at sign up. For info: 714/983-1649.

AMA ROUGH SCRAMBLES
Gage Shippee Rd. & Hwy. 99 14 mi. S of Chico, CA. All Sptsmn classes. Entry $6 & $3 Semi Pro. 100% Ex. p.b. Gate open 8:30 a.m., sign up 9-11:15, prac. 9:30-11:00, race 12 noon. For info: Bob Ryon, Rt. 1 Box 394-A, Chico, CA 916/342-6851.

AMA SCRAMBLES
Pioneer Arena, Oakdale, CA. S off Hwy. 120. All classes plus minis. $5.50 to ride, watch for $3. Jerry Griffith, 9600 Pioneer Ave., Oakdale, CA 95361. 209/847-5558.

4th ANNUAL ALL COMERS SWAP MEET
Sears Point, Sonoma, CA. Swapping open to any interest, vintage, classic, sports & racing cars of all kinds, motorcycles, vans, parts, etc. Gate open 7 a.m., swapping 8 a.m. - 3 p.m. All spaces $10, no size limit. Free admission to browse or buy. 707/938-8448.

February 3-4

CMC GOLDEN STATE SERIES MX
Prairie City O.H.V. Park, Sacramento, CA. $24,000 total posted for 7 race series. $3,000 Pro purse per event. Pro classes 125/250/500cc. Pro entry $25 mail, $35 post. Pros ride Sunday only. $8,000 in awards to Jr/Int series winners. Jr/Int entry $10 mail, $13 post. Sportsmen ride Sat. 100cc Pros ride Sat. 100cc Pro entry $12, $15 p.b. Info: CMC, PO Box 579, Elk Grove, CA 95624. 916/381-0760. CMC lic. req.

February 4

CRC 20 MULE TEAM RACE
California City, CA. 6x25 mi. course. 2 riders on 1 or 2 bikes. OK to pre-run course. CRC desert pts. Classes Beg. thru Ex. Special classes for +30 yrs. & +40 yrs. Minis & women. 1979 memb. req. Safe course, no impossible hills or bottlenecks. 714/689-6114 days.

D-36 EUROPEAN SCRAMBLES
Plymouth Raceway, Plymouth, CA. 40 mi. E of Stockton & Sacto, CA. All classes. Entry $11. 125/Ex/Jr/Nov sign up 7:30-8:30, race 8:30-10:00 a.m. OT & Vets sign up 9-10:30, race 10:30-12. 200/250/Ex/Jr/Nov sign up 11-12:30, race 12:30-2:00 p.m. Open/Ex/Jr/Nov 1:00-2:30, race 2:30-4:00 p.m. For info: Blue Mtn. Timber Wolves MC. 209/239-1841.

PROSPECTORS GOLD RUSH ENDURO
Red Mtn. area (CA). Limed N on Trona Rd. from Hwy. 395. 8:00 a.m. start. Approx. 85 miles. All classes. A & B riders $12.00 C riders $10. Teams add $1 per rider. Post entry $15. Mail entry & 3 SASE to Earl Wilson, 1547 W. 219th St., Torrance, CA 90501. Drawing on 1/23/79 at 8:00 p.m. at 15802 S. Brighton Ave., Gardena. Finisher pins & Rescue 3. 213/328-5214 or 213/320-6658.

AME MOTOCROSS
Mountain High Int'l, Fresno, CA. Hwy. 99 to Hwy. 41 to O'Neals, North Fork, 14 mi. to Rd. 221, L to track. All classes. Pro p.b. 30% brass. Entry: Sptsmn. $8 mail, $10 post. Pros $12 mail, $15 post. $3 gate fee. Overnight camping ok. Gates open 7:00 a.m. 209/291-8793.

February 10

CORONA HM/ST/TT
Corona Raceway, Corona, CA. Gates open 5:00 p.m., prac. 6, entries close 6:15, race 7:00 p.m. 714/ 735-1705, 689-1913.

February 10-11

CMC GOLDEN STATE SERIES MX
Clovis Lakes, Fresno, CA. $24,000 total posted for 7 race series. $3,000 Pro purse per event. Pro classes 125/250/500cc. Pro entry $25 mail, $35 post. Pros ride Sun. only. $8,000 in awards to Jr/Int series winners. Jr/Int entry $10 mail, $13 post. Sportsmen ride Sat. 100cc Pros ride Sat. 100cc Pro entry $12, $15 p.b. Info: CMC, 2024 E. Acacia St., Fresno, CA 93726. 209/224-6093. CMC lic. req.

February 11

CRC CANDY ASS ENDURO
Sidewinder Rd., Barstow, CA. Family enduro. CRC pts. Starts 8:00 a.m. Club Challenge: 5 foot trophy awarded to club with 10 best enduro riders. Each club may enter up to 15 riders. 10 best scores will count toward Club Championship. No extra cost to riders. 1st 36 minutes will be reserved for the clubs. Each club will receive 3 minutes (5 to a minute). 2 loops approx. 25 mi. each. 20% trophies & Fin. pins. Mail entry $12, post $15. Non-memb. add $2. 2 SASE to CRC, 7601 Arlington Ave., Riverside, CA 92503. 714/689-6114, days.

D-36 MOTOCROSS/HANGTOWN SPORTSMAN QUALIFIER
Plymouth Raceway, Plymouth, CA. Hwy. 16 E from Sacto; Hwy. 49 S from P'ville; Hwy. 49 N from Sonora. All classes. Gates open 6:15 a.m., sign up 6:30, prac. 7:30, riders mtg. 8:15, race 8:30 a.m. 125/250/Open Ex. entry $18, p.b. on $15, $10 trophy only. Nov/jr/Support entry $10. Watch for $3, kids 6-12 $1. Last event in qualifier series. Blue Plate points awarded this event. O/N camping ok. C.E.S. Promotions, PO Box 221, Sutter Creek, CA 95685. 209/267-0312.

ANTIQUE/CLASSIC MC EXHIBIT & AUCTION
San Mateo Exposition Center, San Mateo, CA. 10:00 a.m. Admission $3. Info: VMA, Inc. 213/433-4704.

AMA SCRAMBLES
Pioneer Arena, Oakdale, CA. S off Hwy. 120. All classes plus minis. $5.50 to ride, watch for $3. Jerry Griffith, 9600 Pioneer Ave., Oakdale, CA 95361. 209/847-5558.

February 18

NINTH ANNUAL SOBOBA GP
San Jacinto, CA on Soboba Indian Reservation. 30 mi. E of Riverside, CA Ex/Am/Nov/Sr/Women/Pros & 4-stroke classes. $2550 Pro purse. Super trophies, finisher pins. Entry: Pros $50, Sportsmen $25. Entry opened Dec. 26, closes Feb. 1. For entry info: 714/658-4590.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

SUZUKI
GOLDEN STATE SERIES
Jan. 20 — 21
3rd race of the 7 race series
1st time ever at Indian Dunes
Shadow Glen Track
$24,000 SERIES
$8,000 awards to Jrs. & Ints.
CMC license required — may be purchased at track
Pros $25 mail $35 post
Jr. & Int. $10 mail $13 post
Jan. 20 — Sportsmen
Jan. 21 — Pros
Lots of top factory riders already signed up
CMC, P.O. Box 1402, Costa Mesa, CA 92626
714-557-3323
Also Jan. 21
A.M.S.A. Off-road dune buggy race (Int'l. Track)
Leave your pit bikes at home — no open riding at Indian Dunes
Sunday, Jan. 21
No pit riding at...
INDIAN DUNES

CRC RENEGADE HARE SCRAMBLES
Jan. 21, 1979
Red Mountain
2 x 35 miles
OK to pre-run course
Safe course with no impossible hills or bottlenecks
Classes — Beg thru Expert
Special classes for +30 yrs. & +40 yrs.
Minis & Women
CRC Desert Points
1979 membership required
714-689-6114 days

CRC 20 MULE TEAM RACE
Feb. 4, 1979
California City
6 x 25 mile course
2 riders on 1 or 2 bikes
OK to pre-run course
Safe course with no impossible hills or bottlenecks
CRC Desert Points
Classes — Beg. thru Expert
Special classes for +30 yrs. & +40 yrs.
Minis & Women
1979 membership required
714-689-6114 days

AMERICAN MOTO-CROSS A.M.E.
Sanctioned
1st & 3rd Sundays
Sprockets Park
Post Entry Only
$8 Sportsman/$12 Pros
2nd & 4th SUNDAYS
Indian Dunes
Sportsmen $8 Mail $10 Post
Pros $12 Mail $15 Post
Membership Required
AME, P.O. Box 1421, Reseda, CA 91335
213-881-5778

Jan. 28
Dirt Diggers
DIRT DIGGERS MOTORCYCLE CLUB
Semi-Pro MX
Cycle Haven Park
Pros — 80% payback up to $900.00
$15 entry
Sportsmen — 20% Trophies
$8 entry
2 — 20 min. motos all classes
gates 7, practice 7:30, race 9
gate fee $3.00
For info: 213-547-1818

Tell 'em you saw it in
Cycle News

CORONA RACEWAY R.A.C.E.
Thurs. — Odyssey — Flat Track (alternate weeks)
Fri. — Motocross
714-735-1705/689-1913

KOA
STAY WITH US!!
Castaic Lake — 5 miles to Indian Dunes
2 nights for the price of 1 with this ad
Swim, snooze & jacuz
I-5 Northbound — Parker Rd. exit
Southbound — Lake Hughes Rd. exit
31540 N. Ridge Route Rd., Castaic, CA 91310
805-257-3340

SUPERCROSS TICKETS
Great Seats Available!
SAVE $2.00!
Oakland Coliseum Jan. 28
Call Marc (415) 687-7742

Open 7 Days 714-558-1584
CMC-MX, ITA Trials — 1st & 3rd Sundays
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

WANT ADS

Help Wanted

Kerker's growing
Need tube benders, welders, machine shop help. Also expeditor, gen. foreman, shipping & rec. Ask for Mike Jenkins, manager or Cookie Camara personnel (213) 999-3060. (3)

Sales Representative
Calling on dealers for established catalog distributor of quality performance aftermarket products, road and off road, reliable inventory in stock, commissions paid monthly. 1-(800) 628-4040 for details. (1)

Beautiful Colorado, no smog
Fresh air — new 10,000 sq. ft. Kaw/KTM Dealership — 15 min. from Rocky Mtns. — Needs Sales and Service Manager. Mail resume to: S.A.S., 420 S. 8th St., Colorado Springs, Colorado 80905. (3)

Honda mechanic
The Nation's largest Harley-Davidson, Honda, Yamaha, Kick & Go dealer needs one fine Honda mechanic, that knows his onions. Guaranteed salary. $8.80 per hr. + all the goodies. Write or see in person "Jack" Ser. Mgr., 2531 S. Main St., Los Angeles, Sunny California 90007. (213) 749-6235. (49/TFN)

Motorcycle salesperson
Immediate opening for aggressive person with Yamaha motorcycle sales exp. Excellent commission & benefits with expanding company. (213) 597-3317. Ask for Graham. (2)

H-D mechanics
The nation's largest Har-Dav. dealer needs qualified persons. Experienced in 1200, 1000, & XR750 engines and trans work. Top salary & benefits to the right persons. Send resume to HARLEY-DAVIDSON WEST, 2499 Lincoln Blvd., Marina Del Ray, CA 90291 Attn: Bill Bartelf. (47/TFN)

Auto parts manager
Import experience with Honda car & cycle parts preferred. Great opportunity for right person. L.A.X. area. Contact Bill Paine (213) 649-2440 or (213) 776-7055. (TFN)

WANTED: Mature person with motorcycle experience to take charge of parts dept. of large major franchise store in Long Beach area. Send resume to P.O. Box 3704, Long Beach, CA 90803. (48/TFN)

Honda mechanic wanted
One of Southern California's largest Honda M/C dealers is looking for an exp. Honda mechanic. Commission, insurance, and profit-sharing. Guaranteed year round work. Contact Allen or Gary at ONTARIO HONDA, 931 W. Holt Blvd., Ontario, CA 91761. (213) 331-7115 or (714) 983-0695. (45/TFN)

Sales Reps wanted
We are looking for aggressive sales reps, knowledgeable of street and dirt markets, now working in established territories. We are a large warehouse distributor of nationally advertised products, with many prime territories available. If you are interested in increasing your sales this year, call Chuck at JIM O'NEAL DISTRIBUTING, INC. (213) 705-3413. (50/TFN)

WANTED: Experienced Yamaha partsman. 5 day week. (213) 635-8058. (44/TFN)

Honda mechanic
Lots of work. Top pay and benefits — 5 days. (714) 531-0742. (42/TFN)

Parts & Service Mgr.
Small Harley shop. 5 years min. exp. Must be up to date on latest Harley models. Salary + commission. 12 mos. riding, Sunny South West. Call Wyndy person to person (915) 592-0666. After 7 p.m. call (915) 565-1632. (4)

Pit Captain wanted
We need a reliable desert buff to help with pit chores. How 'bout going to the desert, helping a family club, and make a buck or two? 100's M.C. (714) 985-1567. (2)

Sales representatives
Aggressive, knowledgeable sales reps needed in Wisconsin, Minnesota, Missouri, and Illinois territories for large warehouse distributor of quality dirt and street bike accessories. Top commissions paid by-monthly. 1-(515) 243-6220. (2)

Honda partsperson
Must be experienced in parts and accessories. Top pay and benefits. Contact Earl or Bill at (714) 531-0742 or (213) 924-6006. (TFN)

Dirt biker riders
With motorcycle and leathers needed for film extra work. Some money is involved. For further information call Steve at (213) 464-0283. (1)

Sales Rep
For Rocky Cycle, Inc., L.A. area. Call 1-(800) 538-1566. ROCKY CYCLE CO., INC., 1250 Elko Dr., Sunnyvale, CA 94086. (1)

Honda mechanic needed
Experience necessary. Commission with lots of work. Apply with service manager. Warren Wilson Honda, Sepulveda. (213) 894-9218 (1)

Partsman
Long Beach Yamaha needs an experienced ambitious hard working person. Opportunity for advancement. Excellent benefits. (213) 597-3317. Ask for Graham. (2)

RETAIL SALES of motorcycle accessories, wants an aggressive and organized salesperson who works well with people and knows motorcycles. References. Call Mr. Bosh at (213) 999-2811. (2)

Business Opportunities

SEALED BID AUCTION
Expansion chamber sheet metal equipment and parts stock from small shop to be sold to highest bidder. Call for bid information, equipment description, inspection appointments. (714) 838-2902. (2)

Established motorcycle dealership
since 1970. Maico, KTM, Hodaka. Sales & Service. Selling due to serious illness. AL FOX MOTORCYCLE SERVICES, Burbank, Calif. 91502. $18,500.00. (213) 845-2740 or (213) 845-5695. (1)

Position wanted
General manager of M.C. shop wants to relocate family to Western U.S. Experienced in all areas of sales, financing, purchasing plus, good mechanical knowledge of European & Japanese bikes. Seeking employment in motorcycle industry. Please send inquiries to CYCLE NEWS, Dept. J.S., P.O. Box 498, Long Beach, CA 90801. (2)

'79 TT500 Yamaha Thumper
Less than 150 miles. Has a White Bros. pipe & Super Trapp. Oil cooler, leading axle air forks, aluminum swingarm. $1850.00. Ask for Russ (213) 326-4531. (1)

100s MC wants new members
We're a family desert club. Beginner thru Expert. Beginners very welcome. Come meet us. (714) 985-1567. (2)

'78 RM 250 C2
Metzeler front, Andre bars, Fox fork kit, Phase II, excellent condition, $825/offer. (213) 962-9961 or (213) 962-6011. (1)

Dreamer Minimotorhome
1976, 21 foot, sleeps 4 adults, removable motorcycle carrier. This one is really clean. $11000.00 or best offer. (714) 598-2371. (1)

Fox Mono Airshox
Brand new in box, $195. (805) 968-1786, Tim. (1)

CR250R 12" rear kit
Truck 6 lb. aluminum swingarm and 18" Works shocks with triple rate springs. Bolts right up. $370 till Jan. 31. CRF, Box 2084, Goleta, CA 93017. (805) 968-1786. (1)

'76 RM370
38mm carb, ported, FMF pipe, new top end, Twin Air filt., Titanium axle, very clean, owned by Pro mechanic. $775. (213) 796-0771. (1)

1976, 175 KTM, CLEAN and fresh, enduro ready. 1977 Dist. 37 No. 1 plate holder. Still better, than a Yamah, Honda or Suzuki. After 5 p.m. (213) 941-1077. (4)

Champion RM 250
Excellent condition, many extras. Will deliver. $950.00. (406) 443-0679. (1)

'78 Yamaha 400YZE
12" travel, big tank, extras. $1395.00. (213) 372-2266. (1)

'78 Suzuki RM100C
Like brand new. Totally stock. $695.00. (714) 495-4893. (2)

250 HUSKY, HINDAL NICKEL plated frame, Hindal plastic tank — seat — rear fender, Husky wheels and brakes, Reed valve, Mikuni, Magura. $600 or best offer. (714) 545-6171. (1)

HARLEY SPORTSTER '75 stock, $2000, very clean. '78 YAMAHA YZ 250E, xlnt. condition, $1000 or trade for car or truck. Will deal. (213) 880-4664. (1)

1975 HUSQVARNA 175 MOTOCROSS. Set-up for enduros. I.E. speedo, headlamp, skid plate.... has been registered for street. Mechanically sound. $475/offer. Can be seen at Paytons Husqvarna, 2860 E. Lincoln Ave., Anaheim, CA. Tom (805) 528-0499. (1)

Wanted Hodaka parts
Ace 100 Hodaka parts wanted. Please call after 6 p.m. (213) 892-1749. (1)

Wanted
Wanted TZ250 or 350 monoshock with or without engine. CASH. (916) 266-3314. (1)

Good Triumphs
Short rod 750 Trackmaster frame, $2300.00. Champion frame, long rod 750, extra head, cylinder & wheels, etc. Engine & mag completely rebuilt, $2500.00. Both very sanitary & put together right. 1 set Bates, like new leathers, paid $550.00, sell for $350.00. (503) 397-2413. (1)

ATTENTION: SON OF DESERT DUCK, CALL GIN AT CYCLE NEWS (1)

'78 RM250C, $800
Ported, des. tank, reliable. (714) 991-7899. (1)

Pridmore Superbike head
Axtell ported, Yoshimura cams, followers. Complete $500.00. Matched Yoshimura pistons for head, and barrels, $250.00. Call VETTER RACE SHOP — (805) 498-0755. (1)

'75 Can-Am 175 TNT
Street/dirt bike, low miles, good cond., $500. Tires and gearing available for production road racing. (707) 763-6969. (1)

Torsten Hallman leathers
Red, white, and blue, brand new, $90.00. First 33-34 waist, used once. Call anytime (714) 997-9256. (1)

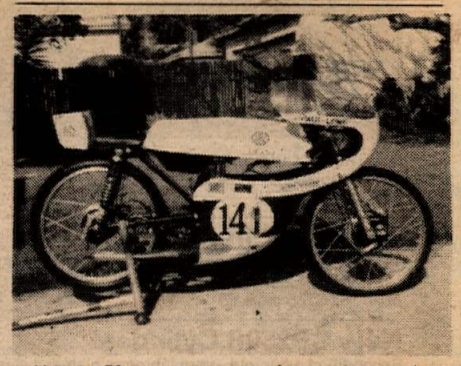
Husky
1977 Husky 250CR — Bought new in Mar. '78 — 15 hrs. on bike — see it and believe excellent cond. $925.00. NorStar boots in excellent cond., $40.00. Size 10½ — red-whtie-blue Electro helmet — excellent cond., $50.00. (805) 944-3365. (1)

Garage sale new & old stuff
1950's magazines, Husky rear wheel, Smith Goggles, Bates MX gloves, Torco oil, 1977, 125 Husky, hats, T-shirts, chain, antiques, Porsche Ski-Bob, more. Call now (213) 362-2427 or (213) 367-1722. (3)

Honda Six
'79, 4000 mi., excel. cond. Call (213) 330-8162. (1)

1977 GL1000, 7M, many accessories, excellent condition, $2500. Must sell. (714) 898-0316 (1)

Bultaco 250cc Astro
Long stroke motor bike has no more than 2 hours since new, $1100.00. 1978 Frontera frame only, $200.00. Metralla 100% original, $800.00. Steve Scott (303) 687-3376. (1)



Yamaha 50cc — near new — fast — cheap — best offer — (213) 428-2023 after 6. (TFN)

77 YZ 125 D
Good condition. Runs great! Jay Bartoli, 17202 Marina View Pl., Huntington Beach, CA 92649 (1)

77 RM 125
New top & lower end, FMF Reed, new Metzelers, Phase II filter, 520 chain, p.p. front fender, F.I.M. plates, well maintained. $600. (714) 682-7458 (1)

Yamaha KT100 GoKart engines. Ten left in stock. Must go. $225.00 each. Shafter Yamaha (805) 746-2433 (1)

Rickman • Montesa • Zundapp parts
Giant selection of spares for all Rickmans — dirt and street models — 125 Zundapp, 250 Montesa engine/gearbox replacements at pre-inflation $. Jack or Jeff, TARGET PRODUCTS (importers), 2724 West Main, Alhambra, CA 91801. (213) 284-3238. (48/EOI/TFN)

RM 125 B
Runs and looks great. 520 chain kik, and extra gas tank. Race ready. $500 firm. Call after 6:00 p.m. (213) 374-4119 (1)

Honda 550 Cafe
Complete camber Cafe treatment, seat, tank, fairing, fenders — Hooker 4 in 1, Goodyears, Koni — and more. Only 4 M miles — Priced to sell this week — No reasonable offer refused — 1st come. Call (213) 894-3718 — Tom. (48/TFN)

Fast XR
Selling out '74 Harley XR750 National #39 Mike Collins. Motor all new, Axtell heads & more. Extra tanks, seats, pipes, gearing, wheels, magnetos, tire & most important engine parts & much more. Everything you need. (505) 299-0752. (2)

78 RM 125
Clean, runs great, $750. (714) 365-1484. (1)

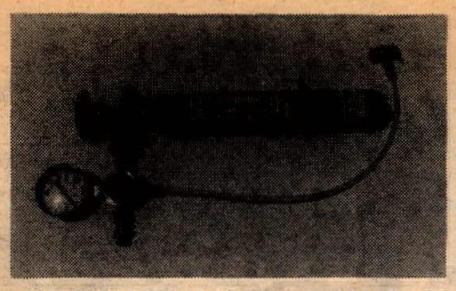
Maico 450 AW 1977
Original bore-trail ridden only, stock condition, like new —desert tank and MX tank. $1200 O.B.O. (714) 598-7641. (1)

One of a kind
Wankel engined BMW is looking for a good guardian. 1969 frame & trans, and 1972 303cc Sachs engine have low mileage. Serious offers only, call 213-439-9566. (TFN)

1972 Rickman frame
Rolling frame, minus engine only. Preston Petty HLNP, Tony D front fender, IT rear fender, straight leg Betor's. $75. Call after 6 p.m. (714) 557-3689. (TFN)

Ford Galaxy '68
Good engine, new battery, recent minor repairs, needs trans and carburetor work. Make offer. After six. Karen (213) 423-5295 (ZYA197) (TFN)

Motorcycle Trailers
2 to 5 rail custom built motorcycle trailers. Dealer inquiries invited. (213) 630-3799 or (213) 861-7721. (1/TFN)



NITROGEN BOTTLED "Safe", dependable, Dot 3E 1800 regulations, three safety features, $99.00. (213) 842-3280. (38/TFN)

Two MT125R Road Racers

1978, never been run. 1977, raced, was AMA Lightweight Champion in 1977. Ask for Dean or Dan, (614) 382-3135 days. (2)

New CR250R Cylinders

Recondition your old worn chrome plated cylinders with precision alloy sleeve. Includes finish boring & match ports, oversize available, $85; porting $50 extra. Other brands AND snowmobiles, call for price. Kustom Kraft Performance Specialties. (312) 697-4343. (2)

RD350 Production racer

Set up with the best parts and technology available. Powerful and positive handling, ready to race, $650. Tom Hayner (213) 781-6386. (2)

Robert's TT500

Brand new, K&R frame, megacycle cams, Venolia piston, Motrack, CDI, Pro-Tek oil line, cooler & pipe, front disc, Lectron. Former owner — Dandeneau Kawasaki. Call after 6:00 (301) 898-9050. (1)

Triumph 750, $600

Trackmaster chrome, TT & ½ mile pipes, extra battery, engine needs work, raced full season, need money quick — before Florida. After 6:00 p.m. (317) 835-7785. (1)

Velocettes

1970 Thruxton 500, beautiful and fast. 1937 KSS, Clubman Triumph, 300 miles on full restoration. 1934 KTS, ultra rare. These rare machines priced at $3,250 each. Less if all purchased. Also extra OHC, KTS engine. Bill Sander, Marion, OH. (614) 383-1122. (1)

AMS

AMERICAN MOTORCYCLE SCHOOLS, INC

Start an exciting career as a . . .

Motorcycle Mechanic "The California School of the Professionals"

Residence or Home study

If you're serious about becoming a top-notch motorcycle mechanic you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional . . .

Call toll free 1-800-423-4678

Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (36/TFN)

77 D.G. RM 80

Many extras. Top condition. $375. (714) 522-6317 (1).

78 Yamaha SR 500

Excellent condition. $1200. (408) 423-6163. (1)

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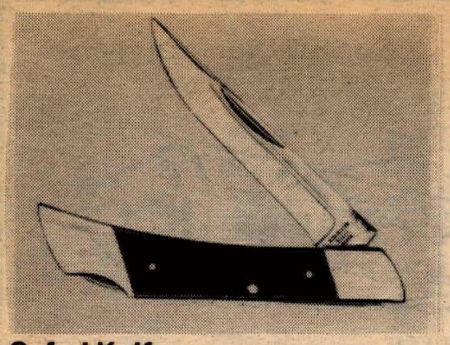

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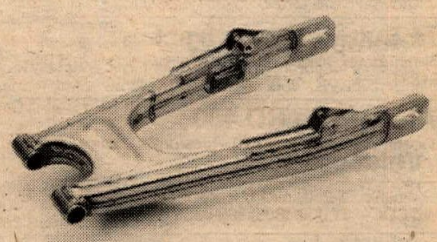

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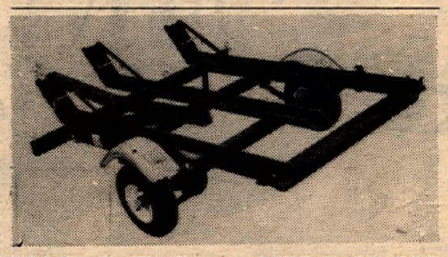

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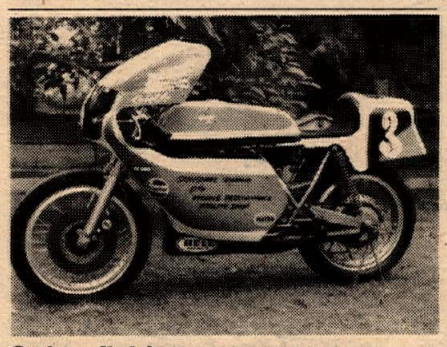

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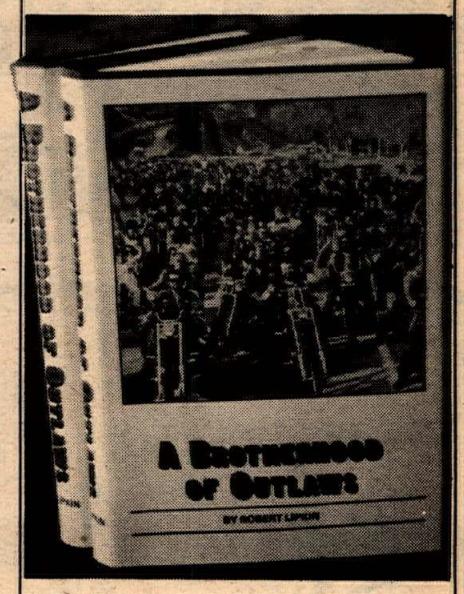

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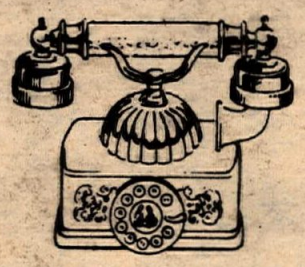
ADVERTISER INDEX

AME ..... Cal
Airco Sheet Metal 29
Anaheim Hi-Siders ..... Cal
Answer Products 29
Apache Ltd. 18
Bay Area Bultaco 14
Bellflower Motorcycle Shop . 19
Bel Ray 12
Big Four Distributors 13
The Bolt King 19
Bosch Plugs 5
British Spares, Ltd. 14
Burbank Yamaha 29
CRC ..... Cal
Cal Mart Plating 15
Canoga Park Suzuki 12
Competition Service Cycles . . 29
Concord Yamaha ..... Cal
Corona Raceway ..... Cal
Curnutt Shocks 15
Cycle Mart 15
Cycle News Sub Info 32
Cycle Rider Stores 29
DMG 9
DPW Productions ..... Cal
DeAnza Cycle Park ..... Cal
Dirt Diggers M.C. ..... Cal
District 37 ..... Cal
Donelson Cycles 13
Elsinore Raceway ..... Cal
Grand Nat'l. Championship . . Cal
Hi Point 19
Jim Hunter MC Repair ..... WA
Indian Dunes ..... Cal
KOA Castaic Lake ..... Cal
KTM Imports 19
Kawasaki Motors ..... 16 & 17
Lakewood Honda 19
Lectron Products 15
Limantour Corp. 29
Long Beach Honda 13
M/C Tire Corp. 12
M.O.R.E. ..... Cal
Ken Maley Ent. 9
Maico Motorcycles 9
Malcolm Smith M.C. ..... WA
Moto-X Fox 18
Motorcycle Swap Meet 12
Olympic Trophy 14
Othman Distributing 13
Pace Mgt. 3
Perris Raceway ..... Cal
Pomona Valley Kawasaki 29
Progressive Products 13
Racing World ..... Cal
Revco Perf. Spec. 18
SRA ..... Cal
Saddleback Park ..... Cal
Saddleback Saturday MX . . . Cal
Saddleback Suzuki 5
Shirt Jazz 29
Stadium Motorsports ..... Cal
Sunrise Valley ..... Cal
Suzuki of Van Nuys 19
T & O Yamaha 18
Sammy Tanner Distributing . . 19
Terrycable ..... 5 & 15
Tibblin Racing Products 29
Tillman Sports Center 19
Track 'n Travel 29
U.S. Cycle Products 19
U.S. Suzuki Motor Corp. 14
Van Leeuwen Ent. 13
Vera's Leathers 18
Viva Dist. 29
Bill Walters Leathers 9
Western Cycle Supply 29
Yamaha of El Monte ..... WA



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THE LATEST POOP BY PAPA WEALEY

Like the Father Time and Baby New Year on our front page, we're back in the office and running WFO toward an action-packed 1979 season. Vacation is over, but with the excitement of the Jan. 28 Oakland Supercross, the Feb. 2-3 Houston TT and short track Nationals and the Feb. 10 Seattle Supercross, not to mention the Jan. 20-22 Anaheim trade show, we're too pumped to care. Papa's lookin' forward to another great year. Join us!

Tickets for the Jan. 28 Bay Area Supercross in Oakland Coliseum are available at over 60 BASS and Ticketron outlets, more than 30 northern California Honda dealers, as well as locations at Macy's, Sears and Emporium stores. For info on BASS locations, call 415/835-3849. To order BASS tickets by phone using Visa, Mastercharge or Bank-Americard, dial 415/835-4342.

Yamaha Gold Cup Motorcycle Races, sponsored by the Houston Chronicle, tickets are on sale at all Top ticket outlets, Voucher outlets, the Astrodome and Houston area Yamaha dealers. The TT is Feb. 2, the short track is Feb. 3.

Yamaha Gold Cup Supercross tickets for the Feb. 9-10 Seattle, WA events to be held in the Seattle Kingdome are now on sale at the Kingdome box office, Ernst Home Centers, area Yamaha dealers and Fidelity Lane ticket outlets. The address for Fidelity Lane mail order is 1622 Fourth Ave., Suite 2, Seattle, WA 98101. Tickets go for $14 (which includes access to the pits), $10, $8, $6 and a special for kids under 12: Free with a Safeway stores coupon.

A Goodyear tire testing session at Daytona last week produced some quick times by Mike Baldwin and a blown engine for Kenny Roberts. Baldwin, riding his Yamaha TZ750, turned in a 2:03.9 lap, without restrictor plates. Cold weather didn't help things, but Bill "Mr. Goodyear" Robinson predicts guys like KR and Mike will turn laps under 2 minutes come Cycle Week '79 in March. "The newly paved oval has helped overall speeds. You'll remember that Kenny turned two-o-two in '77, but last year he didn't have anyone pushing him so his lap times during the race were down — not too mention the restrictors. But both Kenny and Mike said they'd rather ride with restrictors. Without them they both say the Yamahas are a handful in the infield and coming out of the chicane," said Robinson via phone.

Kenny Roberts, reached via phone at his Modesto, CA home, said, "Get back to me next week" when asked whether or not he was any closer to inking a '79 contract with Yamaha. The same answer was given to the "will KR race Houston?" question.

Reportedly, Roberts wants to race at Houston but neither Yamaha nor Pace Management, the promoters of the double header Winston Pro Series weekend, are willing to ante up some greenbacks for King Kenny's participation.

The ninth annual confrontation of American and British road racers in the Trans-Atlantic Trophy Easter Match Race Series will take place April 13-16. The six race, three venue series kicks off at Brands Hatch on April 13 followed by Mallory Park on April 15 with the final two races at Oulton Park the following day. Britain currently leads the series with six wins.

Corky Keener, who has been hustling for a sponsor since losing his full factory backing from Harley-Davidson, is still without a backer for the upcoming Winston Pro Series season. "It looks like I'll be footing the bills this season," said Keener in a conversation from his home in Golden, CO. "The sport has been good to me and I intend to keep on racing. I've got some prospects, but they're for 1980. By now most potential sponsors already have their budgets accounted for."

Ted Boody, also dropped from the Harley team, has been rumored to be picking up a ride on Bill Kennedy's American. "I've helped Kennedy with some testing," said Boody, "but as far as a ride goes, there is nothing firm in the works. In any event I'm looking forward to a good year. I've got something to prove."

Amateur road racers wishing to compete in the Daytona Cycle Week races on Wednesday, March 7, better get it in gear. The Daytona event is a pre-entry only race. Entry blanks are available from the AMA, P.O. Box 141, Westerville, OH 43081, and must be returned no later than Feb. 2.

The Daytona amateur road race will be the first race under a new format for the AMA National Amateur Road Race Championship Program. The program will include five to 10 "Regional" races which will pay points toward both Regional and National Championships in various classes. The program is the brainchild of the AMA Amateur Road Race Board which was established last year at Daytona. Reps to that board are Nelson Ledges' Don Bartram, AFM's Harry Bresach, Mountain Racing Association's George Chester, Central Road Race Association's Larry Johnston, Florida GP Riders' Bernard Perkins, AAMRR's Steve Ross and Washington M/C Road Racing Association's Kristy Tenneson. AMA Amateur Activities Manager Hugh Fleming coordinates things for the AMA.

Can-Am's 1979 motocross effort will be spearheaded by none other than three-time 250cc National MX champ Tony DiStefano and returning Can-Am team member Rich Eierstedt. Tony D will ride the 250cc Nationals on a machine prepped by Mike Stark, while Can-Am is still looking for a mechanic for Eierstedt. Can-Am will also sponsor Greg Robertson, Donnie Hansen and Kippy Pierce. They will compete in the Florida Winter-AMA and the AMA/Toyota Supercross Series when it arrives east in Atlanta. DiStefano and Eierstedt will race the opening rounds of the Supercross Series in Oakland and Seattle before heading east.

The Texaco Heron Suzuki assault on the 500cc World Road Racing Championship will again be led by Barry Sheene, with Tom Herron and Steve Parrish making up the remainder of the team.

The results of the popularity poll done by Britian's *Motor Cycle Weekly* were published and Mike "The Bike" Hailwood, winner at the Isle of Man TT races after an 11-year absence from motorcycle racing, won the poll. Barry Sheene finished as runner-up.

Honda is reportedly developing a 650cc version of the CX 500 water-cooled V-twin.

According to *Motor Cycle Weekly*, the Imola 200, one of the world's most prestigeous road races, has been cancelled. The problem apparently originated when the Italian Federation (their "AMA") failed to help the promoters find a suitable date in the crowded FIM schedule. Instead, they'll put their efforts toward the AGV World Team Cup event, run first in October of '78.

Rumor has it that Kenny Roberts has been approached by Honda to join their team in the marque's return to World Championship Road Racing in '79. Will he accept? We should know next week. There's also a story going around that Gregg Hansford will replace Kenny on Team Yamaha.

Don't miss the motorcycling action on CBS Sports Spectacular's presentation of the Hollywood Stuntman's Competition. That, you'll recall, is the series of stunt events where Debbie Evans tied for second overall. It's scheduled for 4:30 p.m. on Saturday, Jan. 13.

At presstime, Team Honda has signed Rick Hocking and Mickey Fay to ride XR500-powered bikes at the Feb. 2 Houston TT. "Little John" Hateley has agreed to ride a 250cc short tracker at the Feb. 3 Houston short track race.

Word has it that there are two additions to the AMA/Winston Pro Series: a mile race Apr. 22 in Sacramento, CA, and a half mile at Laurel, MD, on May 26.

MX riders of all sizes and abilities may ride in DPW Productions' $2,500 Suzuki Supercross to be held Jan. 20 in El Paso (TX) Coliseum. Pros get moto money as well as overall payoff in the four displacement classes: 80, 125, 250cc and Open. Call 915/592-6699 or 915/566-7631 for more information. The folks at Annie "D" Suzuki can also offer info; dial 915/592-6643.

Malcolm Rathmell has signed with Montesa to contest the '79 World Trials Championship and of course the British Championship. The factory will provide bike, parts and a substantial bonus program; Britian's Montesa importer Jim Sandiford will furnish financial backing.

Greeves Motorcycle Accessories, according to England's *Motor Cycle Weekly*, is out of business. Greeves also manufactured Invacar three-wheel tricycles, and when the Ministry of Pensions phased out those vehicles, the company failed.

Our caption writer was so anxious to get out of the office for vacation, he screwed up both captions on p. 33 of our year-end issue. Dick Burleson is now five-time AMA National Enduro Champ, not four-time as the caption reads. And the Can-Am rider is not Skip Olson, but Dick France from Fairmont, IL.

Sears Point (near Sonoma, CA) cycle park fees recently went up to $5 per motorcycle and $2 for any additional riders or spectators. That's for a full day of riding, and there's no longer an afternoon discount. Vandalism was listed as the reason for the increase. Riders are urged to call 707/938-8448 to confirm availability and conditions.

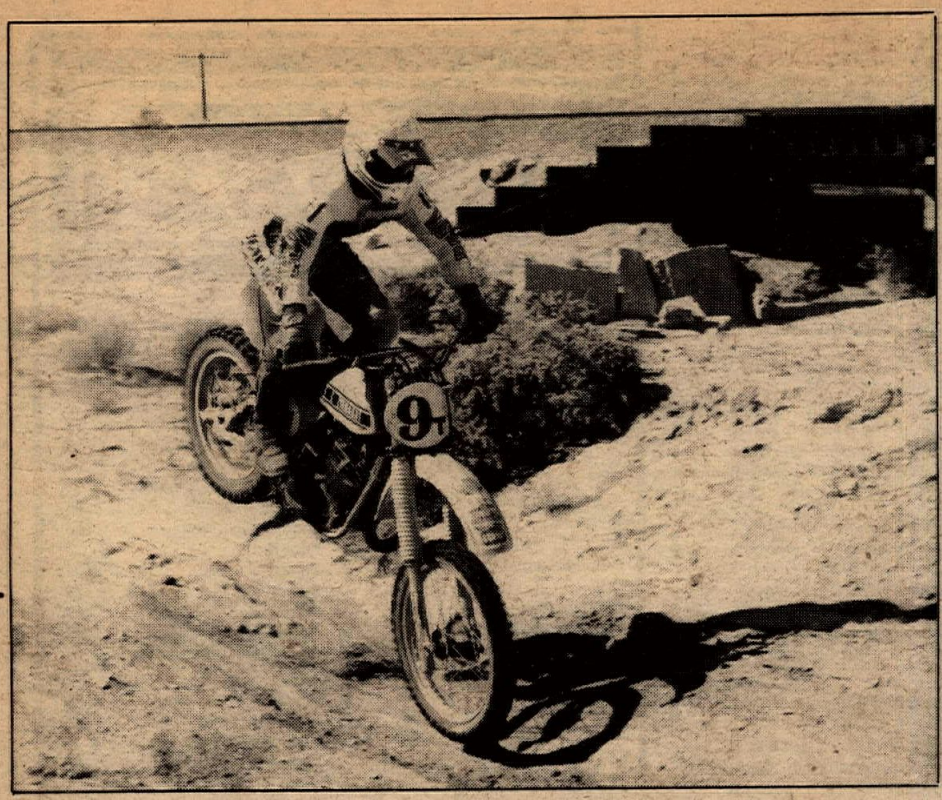
Twelve miles of motorcycle trail, project name: Sadie Creek Trail and Trailhead, will be the subject of a public hearing Feb. 15 at 7:30 p.m. at the Clallam County Courthouse in Port Angeles, WA. To be located about 24 miles west of Port Angeles, the trail will be on public land and financed by the ORV fund. If Washington trailriders are interested in having the trail prepared, they'd better join forces on Feb. 15 to support the project.

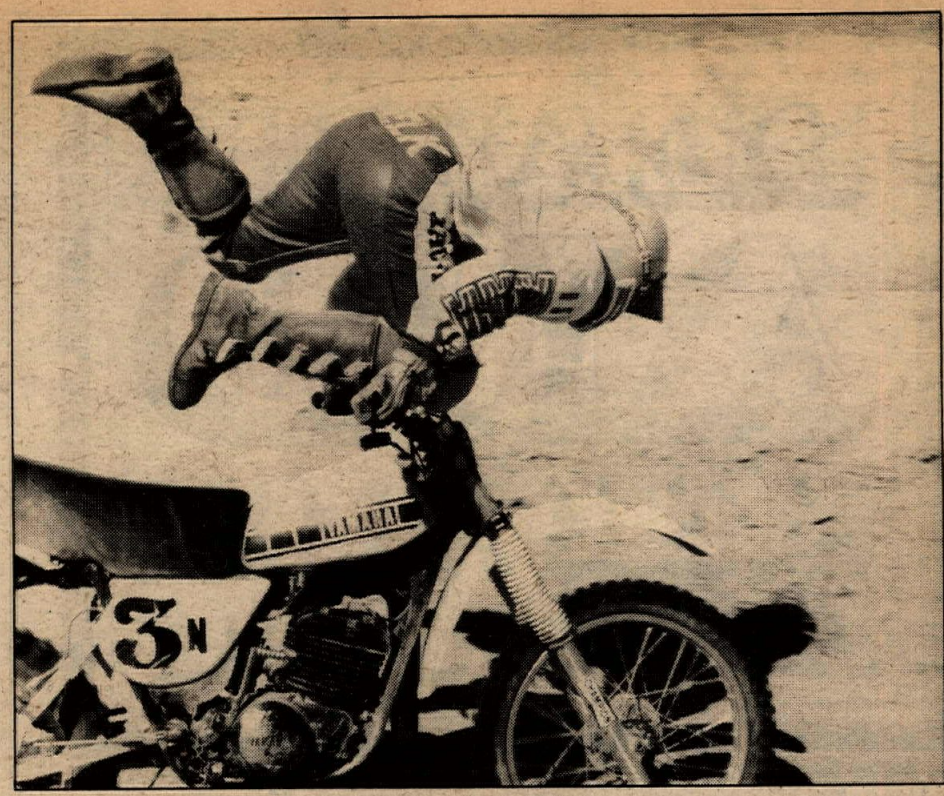
California Racing Club has signed an agreement with Riverside Raceway for the Mar. 4 running of their Outlaw GP. Good thing to note on your new '79 calendar.

The Bates Leathers people have been receiving requests for free catalogs. The problem? They don't have any! And it's our fault for pasting a line from the ABC Leathers listing too close to the Bates listing (in our Dealer and Service Directory). It's ABC who's offering the free catalogs, not Bates.

Brad Lackey, on his new factory Kawasaki, will be featured in the upcoming movie *On Any Sunday II*. His first filming session will take place at the Oakland Coliseum prior to the Jan. 28 AMA/Toyota Supercross Series opener.

A.C. and Sandy Bakken are the proud parents of a 8lb. 10oz. baby boy, Brian, who was born Dec. 13. Team Husky keeps on growin'.





PHOTOS BY ANTHONY DE PALMER

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Oregon Motorcycle Road Race Association's Rider of the Year, Keith Pinkstaf was honored at the group's Dec. 17 awards banquet after putting an outstanding year of racing in the Open Production, Open Cafe and 410cc Production classes. Also receiving awards were numerous workers and supporting companies such as Competition Motors, Oregon Cycle Parts, F&W Cycles, KYTE radio and ASI.

WERA calls it "the world's longest and toughest." They're talking about the 30 Hours of Rockingham, a Western Eastern Roadracers' Association endurance road race slated for May 26-27 on the 1.5 mile Rockingham, NC course. Lester Wheels sponsors the 1979 WERA Endurance Series, once again donating $3,000 worth of gift certificates to the program. Want details? Dial 215/687-8422 and tell the WERA that Papa sent ya.

Mike Vancil, National Sales Manager of American Sports Co., Inc. sent Papa a list of Snell 75 approved helmets so that pro motocrossers will have an easier time shopping for their new hats. You can get yours at dealers who stock KRW, Fury, Honda, Yamaha, Shoei, Bell, Arai and Simpson. Harley-Davidson and Suzuki will soon join the list.

Steve McLaughlin, last year's Daytona Superbike winner, will ride a Racecrafters International-sponsored Kawasaki KZ1000 in the '79 100-mile Daytona event, according to Racecrafters president Lyn Abrams. The bike is being prepped by Harry Maillet.

Track 'N Travel-sponsored Val Tamietti, who took the number one plate in Continental Moto-sports Club's 500cc Pro class, did it the hard way. Val apparently broke his wrist during one of the last races of the '78 season but didn't discover it until after the season was over. Wrist now in a cast, Val will miss the first month of '79.

Reserved seat tickets for both the March 10 Daytona Supercross and the March 11 Daytona 200 are now available. Write Daytona International Speedway, Drawer S, Daytona Beach, FL, 32015, or call 904/255-5301 for info. A record number of foreign competitors and fans are expected for Cycle Week '79. Rol Palmer, director of tourism for the Daytona Beach Chamber of Commerce, said, "The current low rate of the dollar makes travel to the United States a real bargain, particularly from Western Europe and Japan. It is less expensive for a European to come to Daytona Beach than it is for him to vacation on the Mediterranean."

AMA Junior dirt trackers might be interested in taking a look at the Lectron Fuel Systems 28mm carb kit. According to LFS' Sparky Edmonston, the kit includes two carbs, fuel lines, cable adapter and metering rods, and they're available for Harley-Davidsons, Yamahas and Triumphs. "It's basically a 30mm carb that's 28mm at the slide," Edmonston explained. They're available from Lectron at 1810 Stephenson Hwy., Troy, MI 48084 or you can call Sparky at 805/255-6474.

Gary Scott went into the hospital on Dec. 19 for three days of tests to determine the origin of a kidney infection that has been bothering him. "I've been racing 14 years and never spent a night in a hospital," said Scott just prior to checking in. "I don't really believe that there is any real problem, but I want to be sure." On the racing side of things, Scott is in the process of locating an additional sponsor for his Winston Pro Series effort to go with KK Motorcycle Supply and Sizemore Travelland, his sponsors for '78. "I've got my dirt track program together with a choice of Yamaha or Ossa for the short tracks, a Triumph for the TT's and Harleys for the rest. I don't have any definite plans for road racing yet," continued Scott. "It's really too expensive for the return that you get - even if you win."

In clinching his fifth straight AMA National Enduro Championship, Dick "King Richard" Burleson increased his National win total to 38. Imagine riding the 4,750 miles at 24 mph it took to win those 38 events.

Roger and Laurie DeCoster have named their newly-born son Ryan.

Delegates at an Oregon Medical Association policy-making session have recommended the restoration of the state's helmet law. Orthopedist/state legislator Dr. Howard Cherry claimed that in 11 states (Oregon included) that had repealed the helmet law had seen an increase in motorcycle-related deaths of 33 percent. He also cited a six percent increase in the nation overall.

Harley-Davidson will double the exhibit space for their annual free Daytona show at the Hilton during Cycle Week '79. The '79 show is entitled "Pride of American Motorcycling" and will focus on 120 vintage, custom and new models. $10,000 worth of prizes will be awarded Saturday, Mar. 10, to vintage and custom winners, based on balloting by all show-goers. The four categories are: vintage pre-1925, post 1925, and custom; 1000cc and big twin. The vintage section is open to all brands of American motorcycles manufactured up to 1950; that's right, Indian, Henderson, Pope, etc. are all eligible. Vintage bike owners wishing to exhibit their pride and joy(s) should send a photo of same to Tom Bolfert, Harley-Davidson, P.O. Box 653, Milwaukee, WI 53201.

The price of success is going up. The 1979 Yamaha TZ750F will cost you a cool $10,000 according to dealer price lists. Of course, that in includes a substantial spares kit. Last year's price for what Yamaha has said is the same basic article was $6,995. In fairness, it should be said that there have been few, if any, price increases on parts since the introduction of the monoshock version of the TZ750.

Talks are now going on with major tire manufacturers to see whether a suitable tire for a 200 mile Superbike Production race can be produced. Daytona has its eyes on a 200 miler for 1980 when the FIM Coupe d'Endurance class gains World Championship status. The upcoming 100 mile Superbike event during the Daytona Cycle Week will serve as a testing ground, with other tests to be conducted on the basis of information gathered in that event. ●

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ON THE FRONT PAGE: Baby New Year chases Father Time across the landscape as we all roar into 1979. For an old timer, Father Time isn't doing too badly. Whimsical art by Steve Beaumont.

INSIDE

MOTOCROSS: Ward, Jammer, Staten are first round heros at CMC Golden State Series 6
SPEEDWAY: Schwartz and Bast will represent America in World Speedway qualifier 8
SPECIAL FEATURE: Championship Enduro — Getting started . . 10
WESTERN HOTLINE: Good things come in small packages 12
NORTHERN DATELINE: Wosick top Pro at Sears Point D-36 Series opener 14
CENTRAL PIPELINE: Lake Whitney GNC qualifier 20
CALENDAR: Full speed ahead for ahead for '79 22
WANT ADS: Four pages chock full of good stuff 26

VOICES

Horney Toads back Duck attack fund

We would first like to thank *Cycle News* for the coverage you have given the Phantom Duck, Rick Sieman and the Legal Attack Fund. Through your publication, we have been kept informed of the latest developments in defense of our rights.

I have enclosed a copy of a letter which we recently forwarded to the "Legal Attack Fund" care of Rick Sieman. Perhaps you can mention, in your publication, what one small club has done in the form of the additional dollar per race for the upcoming year.

This may encourage other clubs to follow suit and, therefore, generate additional monies for a worthwhile cause.

DENNIS P. ARNOLD
President, Horney Toads
Burbank, CA

In the enclosed letter, Arnold states that any Horney Toads member entering a race during 1979 will donate $1 per race, which will then be forwarded to the Duck's Attack Fund. . . . Editor

Maicos forever

I read the article written by Jim Gianatsis in Volume XV, #47, Dec. 6, 1978 and just about went out of my mind. His comments about the 1978 Maico Magnum 400 and 450 were way out of line. At the beginning of his article it sounded like he really liked to ride the Maico and by the end of his article, it sounded like the Maico was a pile of junk. Its quite evident that the author has never owned a Maico, for if he had his article would have been on the positive side instead of calling it a pile of junk — in so many words.

I have ridden almost every 250, 400, and 450cc MXer that is on the course today and until I had the pleasure of riding a Maico I didn't know that motocross was so much fun. I can ride my Maico Magnum 400 and make every mistake in the book but that bike is very forgiving and with no effort at all it straightens out to correct my mistakes. My 11-year-old son races a 250 Maico Magnum and, speaking of power with a long band, he is never less than fourth at the start and with handling ease plus power, he is always in the top eight. Out of all the motocross bikes we have owned, the Maicos are more maintenance free than any of them.

I want to say that if the Maico factory was a 20 million dollar a year factory like Yamaha, they could afford to sponsor as many top pro-riders as they wanted to — but they aren't! If they were, I would say that 15% of the top riders would be aboard a Maico.

JAMES E. RAGSDALE
Colorado Springs, CO

B-to-V commitment encouraging

The 1978 Barstow-to-Vegas Trail-ride was a tremendously encouraging and productive demonstration of determined commitment to off-road motorcycling. The years of BLM mismanagement, arrogance, and discriminatory decisions have produced a dynamic group of actively-committed, life-long desert riders.

This ride counted because it demonstrated that people want to ride motorcycles in the desert — a lot of people. Enough people to significantly influence the political system of which the BLM is part. And the riders on the B-to-V trail are only the tip of a large iceberg beginning to surface.

We've always been committed desert riders, but until recently it has only been a state of mind. We were not actively committed. The reason was leadership. We have not had good leadership in the past. That's why the $45,000 in the District 37 Legal Defense Fund is still uncommitted to the defense of our sport. We therefore remained a disorganized group of individualists without well-defined goals and specific plans and timetables for reaching them.

Times are changing. Dynamic leadership is emerging. Jim Wells, Bob Hayes, Rick Sieman, the Phantom Duck and others are giving our commitment an active direction. Leadership takes courage. When you stand up and step forward, you lose your low profile. The challenge to these leaders is threefold:

1. Encourage motorcyclists to commit their time and their money to the sport and the friendships which flourish because of it;
2. Develop detailed plans for getting riders actively involved in the political system so that specific goals can be collectively achieved — tell us what to do, when, and why;
3. Maintain the lines of communication between the leadership and the riders on each specific goal, its purpose and progress. Publish a periodic newsletter to get the word out. The campfire in the desert just doesn't cut it!

The challenge to the rest of us is also threefold:

1. Be responsive to the leadership so that our collective efforts can be recognized;
2. Stay active in the sport in your club;
3. Keep in touch with your desert riding friends.

The list is probably endless if you're truly committed to keeping our "good thing" from coming to an end. The next time finish line nears, someone jams a beer in your hand, and the guy behind you with an ear-to-ear smile bumps your rear wheel you'll remember how good a thing it is. And we'll all remember the commitment of that historic group on the 25th of November. They'd have done well in Boston Harbor 200 years ago.

BILL ELAM
Canyon Country, CA

The District 37 Legal Defense Fund, in a D-37 meeting Dec. 7, decided to hire the Duck's lawyer and go after the B-to-V and Check Chase races . . . Editor

Desert Donkeys Kids Fun Day thanks

Our many, many thanks to the people who donated prizes for the Desert Donkeys Kids Fun Day. We would appreciate it if the children would send a thank you note to the people who donated the prizes they won. They were: *Cycle News* (T-shirts and stickers); Canoga Park Suzuki (helmets, kidney belts and Suzuki jackets); Charlie's Raceway Cycle (T-shirts, Suzuki jerseys, shoulder pads, visors and grips); Chuck with the hot dog stand (Barbi puzzles, Astro Blasters and GroupLoop games, plus the candy canes); T&O Yamaha (T-shirts, stocking caps and grips) and Beal's Flower and Gifts (animal plants and dolls).

We would like to give a special thanks to Wanda and George McClellan for donating the little kids' Donkey pins, which were super great, and the blue and white Motorola hats, plus other prizes, too many to mention. So kids, please show your appreciation to all of these people with a little thank you note. Without their help the Donkey Ladies couldn't have done it alone. Hope you had fun.

MARILYN STOFFEL
Desert Donkeys M.C.
Torrance, CA

Mrs. Doney says thanks

To all of our dear desert friends that sent Christmas greetings to me, and to those that made donations to Rescue 3, in Dave's (#05T) memory, please accept my thanks.

Your caring has made my Christmas easier.

I am deeply grateful.

MARTHA P. DONEY
Yucaipa, CA

Will miss Laudig

I do not know Gary Laudig personally, but I like him and will miss his timely desert racing reports in *Cycle News*.

His dedication and hard work have not gone unnoticed or unappreciated.

JIM PETERSON
100's M.C.
Upland, CA

AQMP victory

We, the motorcyclists who are concerned about the Air Quality Management Plan, might like to thank the president of the Motorcycle Industry Council, Mr. Alan Isley as well as his wife and the research done by Pam Annette.

The MIC gave the final blow to the AQMP on their plans for Section H-64, which dealt with smog controls on two-strokes by 1983. One of the Board members, Orange County Supervisor Philip L. Anthony, said he felt he doesn't need to consider this issue anymore.

If you would like, express your views to the AQMP anyway, and drop a line to the MIC at 400 Birch St., Suite 101, Newport Beach, CA 92660, and tell 'em thanks for their dedications; it was beautiful. Kawasaki's Roger Hagie and Husky's Nils-Arne Nillson were present also.

TOM SWANSON
East/West M.C.

NorCal MX rip-off

After a long season of covering the National circuit I thought I'd relax by racing some local motocross events around the San Francisco area, in particular the District 36 races at Sears Point on Dec. 10 and the races at Plymouth on Dec. 17. Both events proved a disaster from an organizational standpoint: The promoters were unable to effectively handle the some 600 riders in attendance.

Both events were termed "typical" to NorCal motocross, requiring you to arrive at dawn (7 a.m.) to ride two laps of practice and two, four- or five-lap motos before sunset (5 p.m.). The race at Plymouth in particular has to be termed a disaster since only one five-lap moto was run in each class all day. The track was unusually dangerous with fifth-gear, whoop-filled sand straights lined by unfenced spectators, and narrow 8-10 foot wide wooded sections through unprotected trees. Injuries proved numerous, causing many delays for literally hours on end as the track was smoothed, rerouted, and finally shortened in half. Only one ambulance was on hand which brought about long delays again while it made its regular runs to the hospital. After having missed my two laps of practice because of carburetor problems, I eventually got to ride my one five-lap race on the shortened course during the long 10 hour day. I will never again attend a similarily conducted event, nor will I'm sure, a lot of other riders.

It's obvious that the promoters were trying to cram as many riders into one day's program as possible while keeping track preparation and operating expenses as low as possible. Continuation of such policies by promoters such as those at Sears Point and Plymouth can only eventually lead to the downfall of local racing in the area.

I, for one, would not mind paying an increased entry fee from the present $8-$10 for Amateur riders to $15 to help the promoters with their expenses. But in return I would expect a two day program for Amateur and Expert riders to allow everyone longer 20-30 minute motos and enough practice. Additionally, I'd expect the track to be prepared to the point that it is, at the very least, safe to race on. Without these changes, local motocross in these areas can only decrease in popularity.

JIM GIANATSIS
Biloxi, MS

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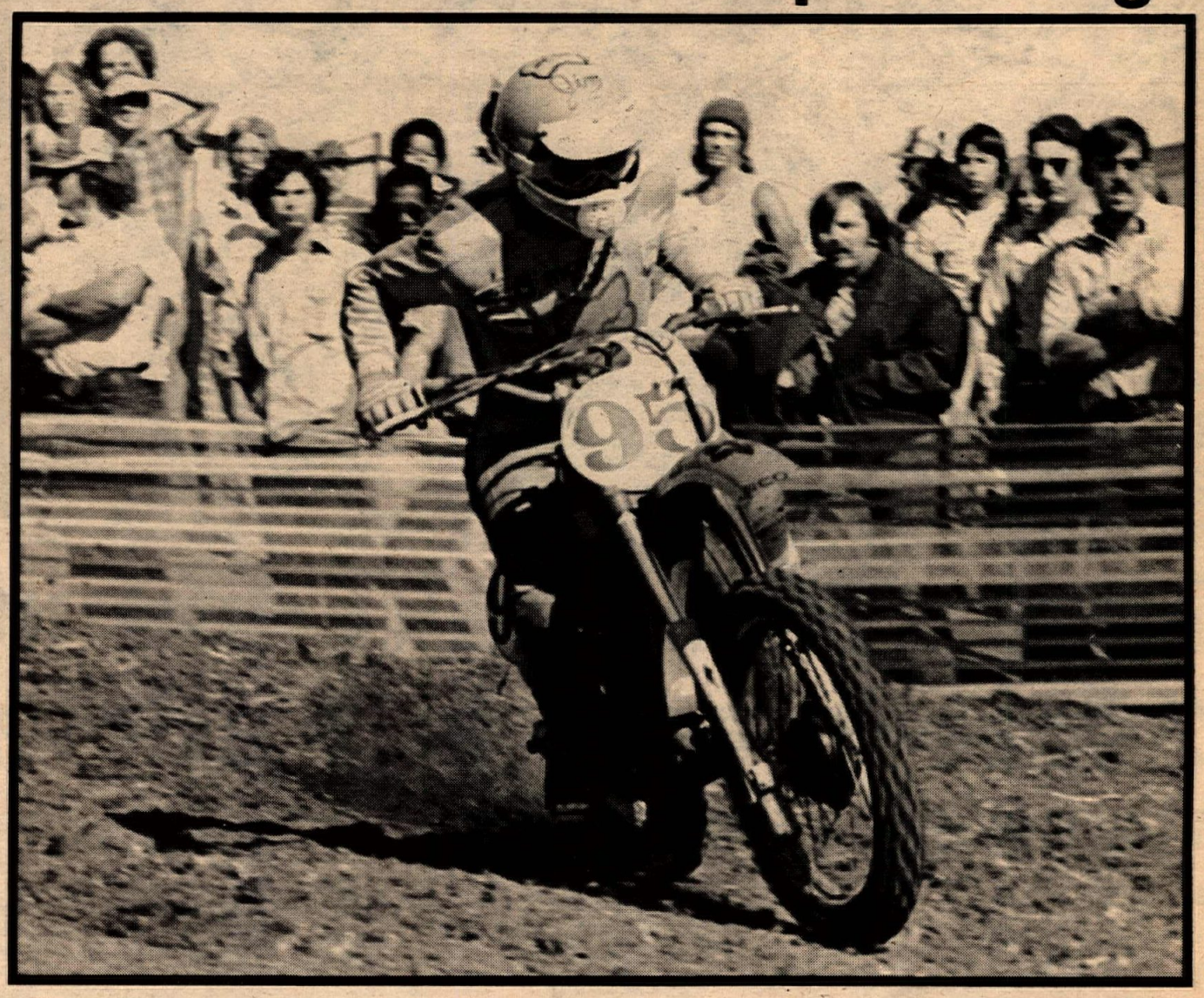
1978 Canadian National Motocross Champion Jim Turner Wins with BOSCH Spark Plugs



Congratulations Jim on your Second Canadian Motocross Championship! The three-race series demanded flawless performances from both riders and machinery.

Jim and his equipment proved to be the winning combination placing 1st in the 250 class and 3rd in the 500 class, enabling him to win back the #1 Plate.

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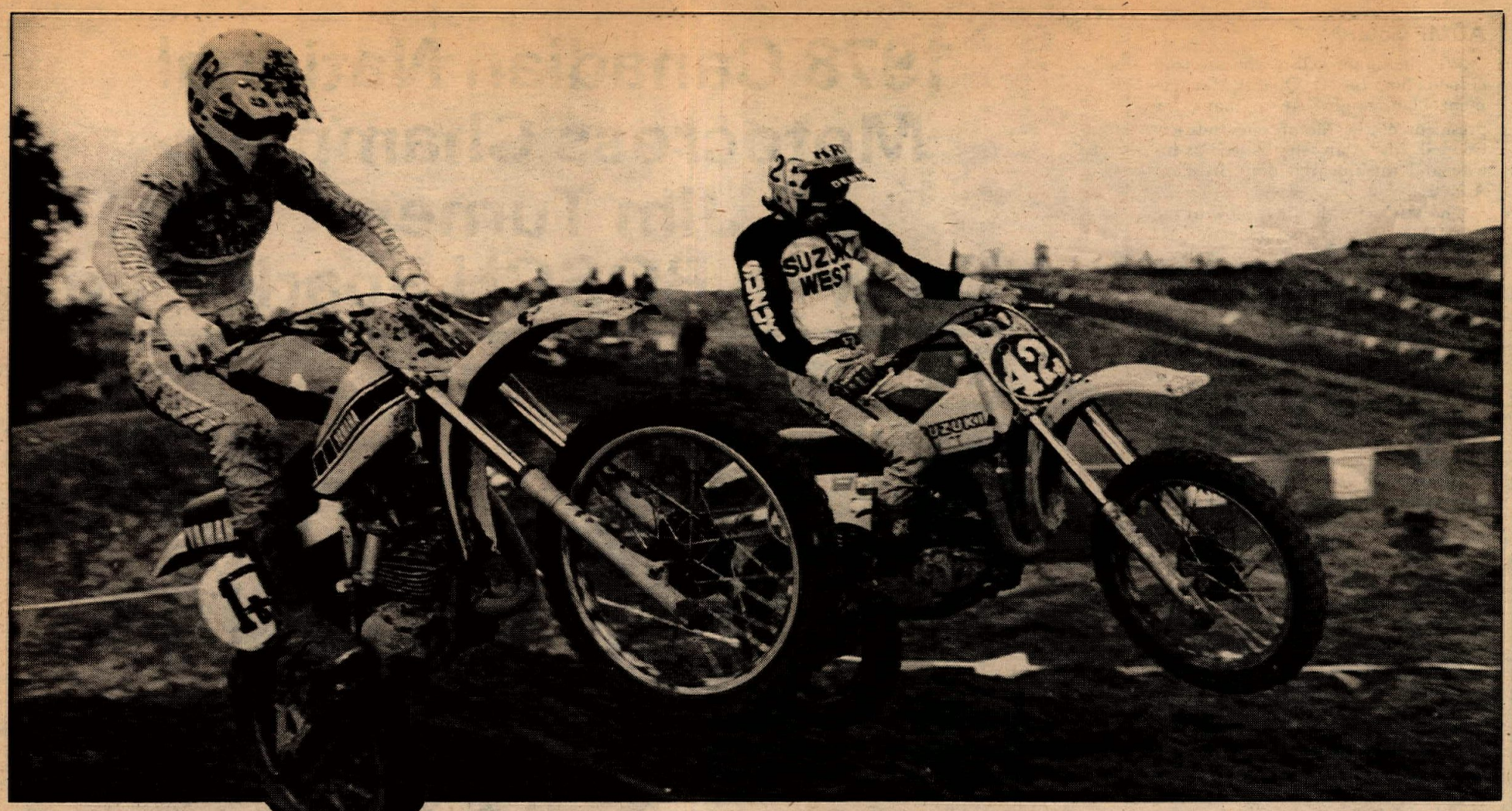


Team Kawasaki dominates Suzuki State opener at Saddleback

Ward, Weinert and Rocket Rex/Yamaha come out on top

By Jim Gianatsis

ORANGE, CA, JAN. 7

The seven-race, $24,000 Suzuki-sponsored Continental Moto-sports Club Golden State Series got underway this weekend at Saddleback Park. All the major factory motocross teams were represented, at least in part, with Kawasaki's Jeff Ward and Jimmy Weinert pulling off the 125cc and 250cc class wins, while Team Yamaha's Rex Staten narrowly edged out Kawasaki's newest addition, Tommy Croft, for the Open class victory.

A weekend of rain turned Saddleback Park into real motocross terrain...a quagmire of mud and muck in many sections, unlike the adobe road race hardpack most of the local SoCal hotshoes were used to normally. Two separate courses were run on Sunday, one for the postponed Juniors and Intermediates who were scheduled to race Saturday, and the lower section of the International course for the Pros.

The mud slowed up the racing schedule for the Pros, allowing only one 14-lap feature moto to be run in each of the three classes for any of the riders who survived their way through the qualifying motos without being bogged down in the goop. The racing itself though, proved exceptional with so many factory stars on hand it was really disappointing to see that absolutely no spectators came out to watch. The threat of rain throughout the day, which never fell, may have had something to do with it, but CMC and Saddleback's promoters hardly went out of their way to inform the general public that anything more than a local race was taking place.

Team Kawasaki was out in force with Weinert and Gaylon Mosier, as well as newly signed Croft, Ward and Chappy Blose. Yamaha had Staten and National 125cc Champ Broc Glover. Honda's only entry came from Gary Semics who was out to acquaint himself with the RC250 which was new to him. Suzuki had nearly their entire team entered for their own series, but only Brian Myerscough really raced as Jim Gibson and a healing Darrell Shultz watched from the sidelines. Moto-X Fox showed with Larry Wolsick and Donnie Cantaloupi, with the other privateer team from DG represented by the Dircks brothers and Steve Bauer.

125cc Pro

If you got through the second turn mudhole without getting stuck after the start the odds were you were going to make some money. Gary Denton proved himself to be one of the quickest privateers of the day as he pulled out the lead in the feature moto ahead of Jeff Ward, John Greenway, Broc Glover, Bill Simons, Blose, David Waxman, Jim Holley and Danny Turner on a Franks' Suzuki. Ward quickly pushed his new KX-125 production Kawasaki up on Denton's rear fender to challenge Gary for the lead, taking it on the third lap. Just as Ward made his move, Broc Glover used his old OW-37 National Championship winning Yamaha to move by Greenway for third.

The pint-sized Ward started the long-legged KX into a disappearing act for a few laps, pulling out a 100-yard lead. Glover continued moving his way up and caught Denton. Seeing Broc knocking on his rear fender, Gary dialed back up the throttle setting on his Suzuki and actually began eating up the lead which Ward had built. Wheel-to-wheel, by the eighth lap of the race the three could have been covered by the halfway flag. Broc wanted to get into the lead and was trying every trick in his Bell, but Denton used every blocking technique he knew to hold "Broccoli" back. Soon it became obvious the battle over second spot was doing neither any good as they slowed each other down as they careened and bashed into each other, allowing Ward to pull out a huge lead this time.

Finally with three laps to go, Broc pulled a daring jump pass on Denton that had failed before but this time succeeded. No one thought Broc could close the huge gap to leader Ward though, but Broc never backed down to actually catch Jeff on the last lap. Then in a totally out of context story-line for Broc, he dropped his Yamaha on the top of an uphill turn. Ward cruised his way to the finish line to collect his first win for Kawasaki as Broc remounted in time to collect second ahead of Denton. Suzuki's Brian Myerscough finished fourth after working his way up from a totally miserable start in the mud, riding one of the new RM-125N production bikes. Rounding out the top 10 were Waxman, Dave Taylor, Blose, Dan Turner and Holley.

250cc Pro

After running away with his qualifying moto and then splashing his way through the mud again to snatch the lead in the 250cc feature, Lenny Giger looked to be the underdog winner in the class aboard his Honda of Las Vegas-sponsored CR250R. Mark "Mad Man" Lawrence tucked into second position down the Saddleback downhill after the start ahead of Weinert, Semics, Larry Wosick, Mosier and the thundering herd.

For four laps the two privateers held off the factory stars in the quest for glory and gold, then on lap five Giger took a bail off that left him having to recover his way from fourth spot. Weinert look smoother and stronger then he has in a long time as he reeled the remaining distance to Lawrence who was now in charge of the lead with his YZ-250 Yamaha. Lap eight and the Jammer was past Mark and into the lead, but he was hardly free from him. Lawrence continued to hang on to Weinert and two laps later pushed his way past the previous 500cc National Champ to recover the lead.

Side-by-side Weinert and Lawrence traded yellow and green plastic in a battle so fierce it could have melted numberpanels. The Jammer couldn't find an open path around the Mad Man and figured it was time to put the experience which comes with old age to use.

"I could see there was no way I could get a clear line back around him the way he was blocking me in every turn," snickered Jammer. "If I wanted to win the race I had to stuff him."

And stuff him he did. That was the last seen of Lawrence for the

ki/CMC Golden

remainder of the race as Weinert cruised the remaining three laps to the checkered flag, nearly unmolested. Only on the last lap did he get the signal to speed up as Lenny Geiger, having battled his way past Honda's Gary Semics for second position after falling, almost got back his lead. Danny "Magoo" Chandler was fourth on a Maico, Gaylon Mosier fifth and almost being caught by Rex Staten who was riding two classes had pulled a miserable 30th place start at the beginning of the race, then Tim Lunde, Peter Wanket and Steve Bauer.

500cc Pro

Though Rex Staten won the Open class on his new YZ-400F Yamaha production bike, the win just as well could have belonged to Kawasaki's new shoe Tommy Croft with their new KX-400 production bike. The Tomahawk and Rocket Rex played tag the entire race, trading the lead back and forth more times than could be counted. Unlike the battles in the other two classes which saw broken bikes and bruised bodies as part of the ruckus, both Tommy and Rex kept their passing clean and only zapped each other when there were clear openings. Croft won the start and Staten the finish, but the order could have been reversed — they were that equal the entire race.

Making a strong comeback to the Pro circuit was Billy "Sugar Bear" Grossi who kept his Moto-X Fox-sponsored 450 Maico in third right up to the last lap, when a little fatigue on the Bear's part and a last-lap, last-ditch-effort charge by Gaylon Mosier on another KX-400 Kawasaki saw Billy relegated to fourth spot just three turns before the finish line. Rounding out the top 10 money paying positions were a slew of hot privateers which included hot dogger Randy Losh, Dave Williams, Will Harper, Steve Rhyan, Dale Lewis and Bob Marino.

An interesting sidelight to the day was Torsten Hallman's Lars Larson, the old Swede who has to be pushing 40 years old by now but probably won't admit it, who pulled Ake Jonsson's old 1972 Trans-AMA Series-winning Maico out of mothballs to go racing. Lars placed ninth in his qualifying moto on the bike with three inches of rear wheel travel...surely good enough for a top 20 finish in the feature against the California Pros... but we didn't see Lars after the first lap. A mudhole victim? Anyway, the Suzuki/CMC Golden State Series is pretty exciting and certainly deserves to see more than just the riders' girl friends coming out to watch. ●

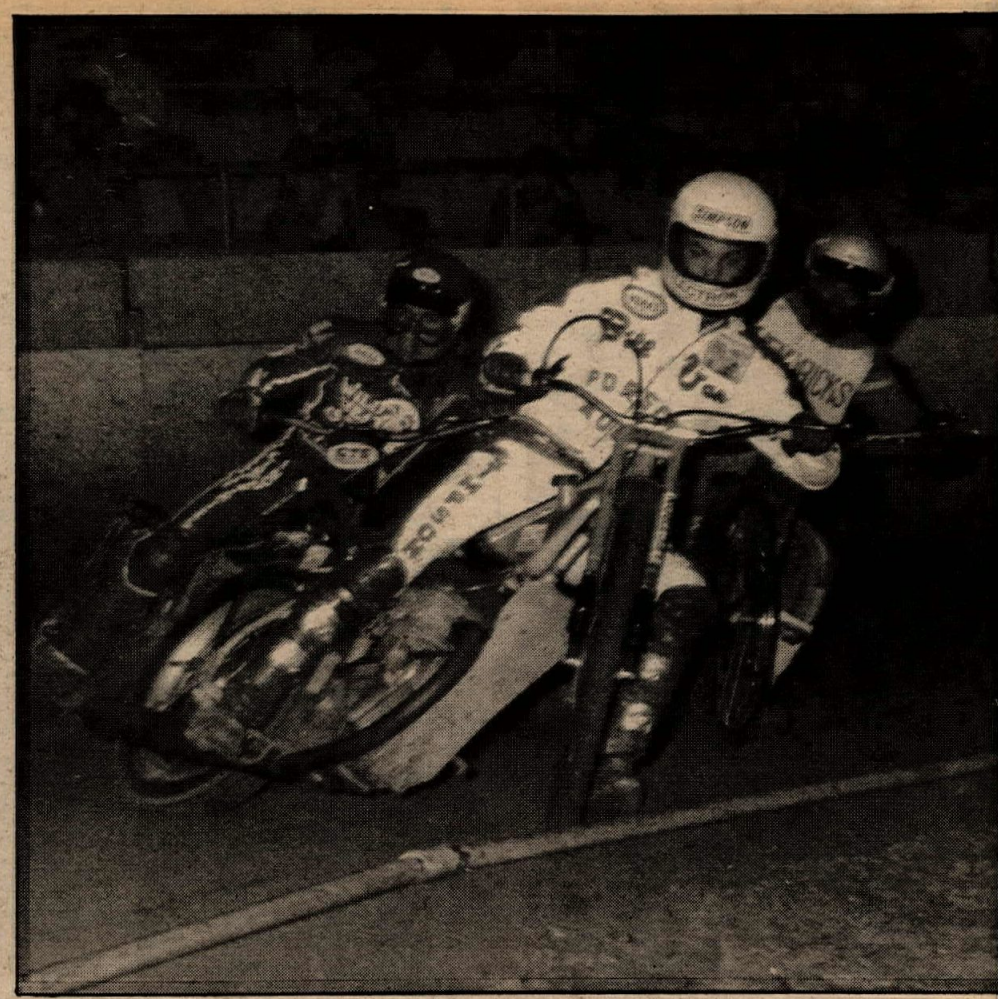
Results

125cc PRO: 1. Jeff Ward (Kaw); 2. Broc Glover (Yam); 3. Gary Denton (Suz); 4. Brian Myerscough (Suz); 5. David Waxman (Suz); 6. David Taylor (Suz); 7. Chappy Blose (Kaw); 8. Danny Turner (Suz); 9. Jimmy Holley (Yam); 10. Chris Heisser (Suz); 11. Donnie Cantaloupi (Yam); 12. Andy Kirker (Yam); 13. John Greenway (Yam); 14. Terry Schekell (Suz); 15. Don Ferraro (Suz); 16. Huff Hadley (Suz); 17. Andy Northrup (Suz); 18. Scott Burnworth (Suz); 19. Don Fuller (Suz); 20. Craig Dale (Suz).

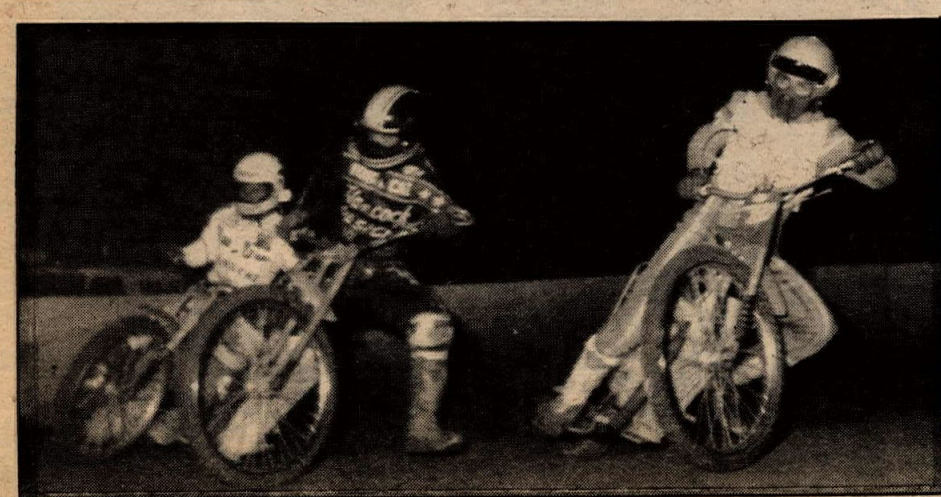
250cc PRO: 1. Jimmy Weinert (Kaw); 2. Lenny Giger (Hon); 3. Gary Semics (Hon); 4. Danny Chandler (Mai); 5. Gaylon Mosier (Kaw); 6. Rex Staten (Yam); 7. Tim Lunde (Mai); 8. Peter Wanket (Yam); 9. Steve Bauer (Yam); 10. Dan Turner (SWM); 11. Daniel Waller (Mai); 12. Jim Gibson (Suz); 13. Gary Jones (AmX); 14. Mike Loeffler (Hus); 15. Larry Wolsick (Hon); 16. Eric McKenna (Mai); 17. Mike Shoemaker (Yam); 18. Wayne Broste (Yam); 19. David Crawford (Mai); 20. Phillip Thorstensen (Hon).

500cc PRO: 1. Rex Staten (Yam); 2. Tommy Croft (Kaw); 3. Gaylon Mosier (Kaw); 4. Billy Grossi (Mai); 5. Randy Losh (Mai); 6. David Williams (Mai); 7. Will Harper (Mai); 8. Steve Rhyan (Suz); 9. Dale Lewis (Yam); 10. Robert Marino (Yam); 11. Eric McKenney (Mai); 12. Mike Yockum (Mai); 13. Alan Smith (Hus); 14. Bill Jewel (Mai); 15. Milan Garrett (Mai); 16. Chris Chaffee (Yam); 17. David Gerig (Suz); 18. Mike Miccum (Mai); 19. Alan Olson (Mai); 20. Steve Montague (Hus).

(Opposite page) AMA 125cc National Champ Broc Glover (1) and Gary Denton (42) finished 2-3 in the 125cc event behind Kawasaki's Jeff Ward. (Top left) Sloppy Saddleback. (Top right) Tommy Croft, second in the 500cc class joins 250cc class winner Jimmy Weinert on Kawasaki. (Below) Tommy Croft (TC) and Rex Staten (30) played tag all through the 500cc motos with "Rocket Rex" edging "Tomahawk."



(Above) Bast, Schwartz and Moran on the winner's rostrum. (Above right) From left to right it's Bruce Penhall, Bast, Steve Gresham and Dave Faria. (Below) Schwartz on his victory lap. (Bottom) Bast, Schwartz and Gresham.



Schwartz sh 'em at Santa AMA speed qualifier

By Ken Kellogg

SANTA ANA, CA, DEC. 29

"Don't touch me. I must be dreaming." These were the words of Bobby Schwartz after he defeated all other entrants in the American Motorcyclist Association's final round at Santa Ana stadium for the world qualfier.

Schwartz emerged victorious in a run-off heat which matched the four top riders in a four way tie: the heavy favorite Mike Bast, (who finished second and also earned a ticket to the world qualifier), Steve Gresham, Kelly Moran and Schwartz. The evening consisted of 20 events, with all 16 riders racing each other at least once.

Each of the four riders in the run-off had problems in one of their heats. Bast was disqualified for breaking the starting tape. In another heat Moran had to lay his bike down to avoid hitting Bruce Penhall, who had fallen down. Gresham was disqualified for bumping both Bruce Penhall and Mike Bast in the same event. Schwartz had lost control of his bike in an earlier heat and dumped it.

The final race to determine the top two Americans to ride in the world qualifier was a fast four lapper. Gresham went down early, leaving only a three man race. Schwartz was hot all evening and during the race he and Bast traded the lead several times. Moran, who for most of the night was in first place, finished third.

One rider said if you have any skeletons in your closet, they're probably here tonight. He was close. Just about everyone who was anyone in American speedway was there, such as Lenny Price, who rode at Santa Ana in 1933. Also attending were Chris Pook the promoter of the Long Beach Grand Prix; Porky McCabe, the speedway rider who was in a speedway accident while riding in a qualifier up in northern California; and the manager of Kelly Moran and Ivan Mauger, promoter Ian Thomas.

ocks Ana way

To end the year with a bang was the intent of promoter Louis Kossuth. He far exceeded that by providing the best speedway racing of the 1978 season in front of the largest crowd at Santa Ana all year.

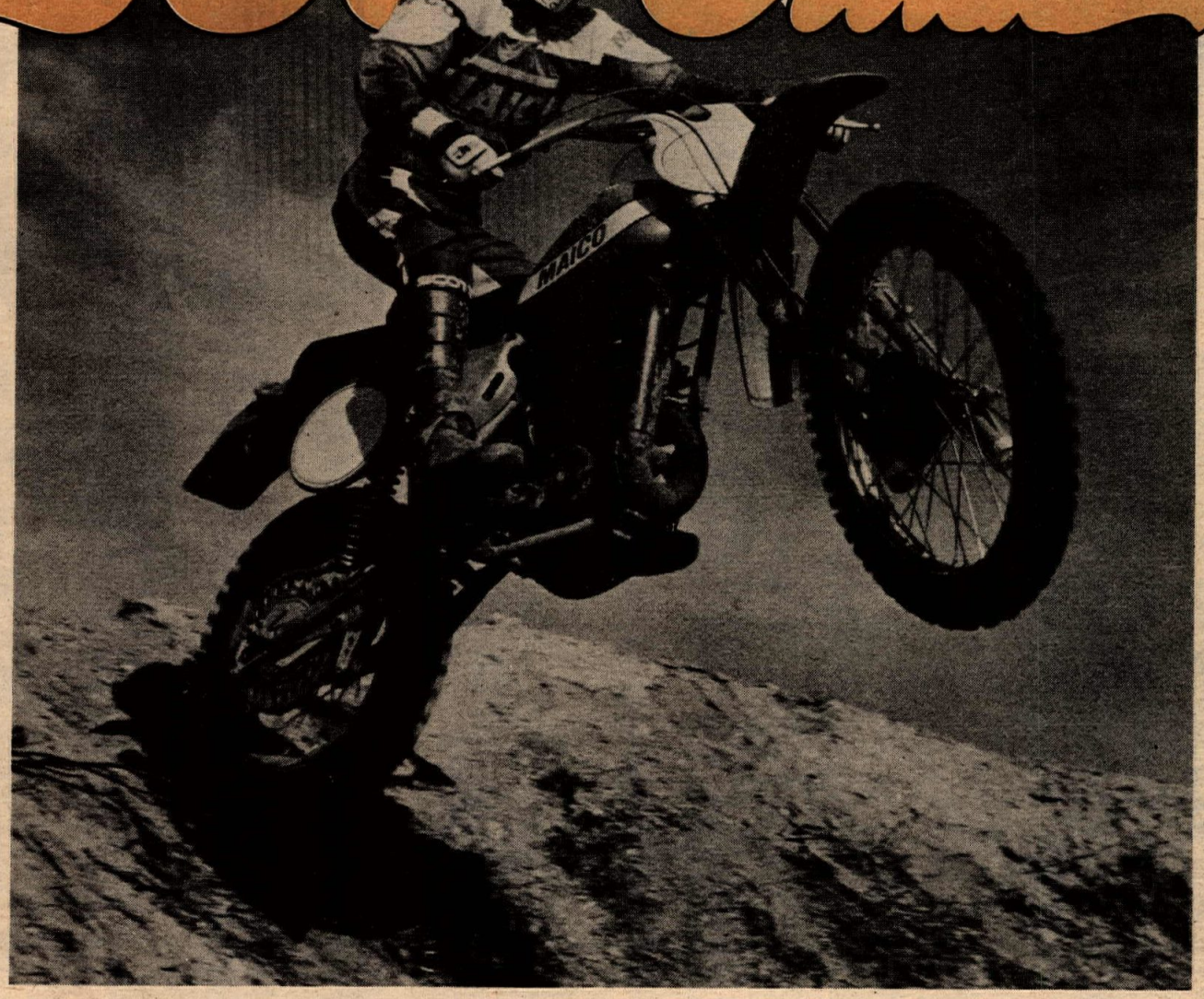
The track was in outstanding condition and in an effort for total fairness, all the riders were able to take practice rides the night before. Not showing up to race the big event were Scott Autry and Mike Curoso who reportedly had the flu. Something new has been added, the starting gate was set up European style with a separate set of three green staging lights helping with cleaner and more equal starts.

After all the dust had settled and everyone rode their bikes to their fullest, the man on top was Schwartz. Bobby had only ridden the Santa Ana track twice and both times he won. After checking over Bobby's bike, they found that it was near collapse and couldn't even have taken another half lap.

During the trophy presentation favored rider Mike Bast showed what a good sport he is. Even though he finished second, he poured the bubbly over both Schwartz and Moran.

The 1979 season at Santa Ana Stadium begins early in March and will continue until the last week in August.

250cc Class



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Your first enduro seems like hell. Scene from the Daniel Boone one-day.

The seniors keep coming back, like Ralph Griffin.

Championship Enduro

Enduro: Getting started

A new riding challenge

Once you've got some trail-riding experience and a bike that wants to take you where you've never been before, you soon start looking for new and challenging places to go and new tests of your increasing skill and confidence. And if finding hassle-free riding areas is a problem and the idea of competition appeals to you, someday soon you'll decide to try an enduro.

But how do you get started? Unless you've got friends in the sport, are a member of a trail-riding club or know an enduro-oriented motorcycle dealer, you may have a rough time learning how to go about it. In fact you'll feel like you're riding at night without a headlight — you won't know what to expect.

That's the way it was a few years ago when my son George and I showed up one foggy morning for the Deford 100, his first enduro. I was there to gas him up during the run and to give him moral support along the way. We'd had a hard time finding this enduro in the first place, and when he signed up a little after 7 a.m. we were still in the dark — What's the sheet with all the numbers on it? How do you know when to start? Where's the starting line? Why do you need a driver's license if an enduro is run on trails? These are some of the questions every beginner asks.

Entry requirements

There was a time not too long ago when almost anyone who showed up at an enduro with a bike could ride. Not any more. In response to pressure from law enforcement agencies, environmental groups and just plain disturbed citizens, the AMA, which sanctions most of the events in the U.S., and the sponsoring clubs have tightened the requirements for entry.

There are exceptions of course, but to ride most enduros you'll need a current AMA membership card and a valid driver's license. In New England you'll have to be a member of NETRA — New England Trail Rider Association — to enter that organization's endurance runs, and you'll have to attend enduro school first if you're a beginner. Your bike must be licensed for street use, and the plate should be mounted on the bike. Carry the registration with you during an event. The bike should also have a number plate, working headlight and taillight and a silencer-spark arrestor meeting AMA and U.S. Forestry Service requirements. Some enduros, particularly the nationals, even require a brake light, horn and rearview mirror. Find out what you'll need ahead of time if you can, and be prepared to comply or not run.

Before you get upset at all this red tape and weighty equipment you'd just as soon forget, take another look at the requirements — they all make sense. Sure the lights and other foofaraw spoil the handling of your bike and clutter up an otherwise simple, agile machine. But part of every enduro is run on public roads where operator and vehicle laws prevail, and much of the rest is in the boonies where fire is a real danger. And why should residents of those normally quiet lands be jarred by hundreds of noisy machines on trails they give permission to use? Unnecessary noise is a fast way to end the whole sport of trail and enduro riding.

What else do you need? Just some riding clothes, a few spare parts and tools and someone to run gas for you. And most important of all — the urge to finish!

Your first enduro

For your first enduro, try to find one not too far away and not over 100 miles long. The AMA publishes schedules of all motorcycle events, district by district, in its monthly magazine, and in some states the motorcycle dealers get together and publish a yearly schedule which is available free. Usually, the phone number or address of the sponsoring organization is also listed in case you have questions about location, check-in time and starting time, which might be as early as 7 a.m. If you contact the sponsor ahead you'll feel more confident about competing. If you can't find a schedule, start checking dealers of enduro bikes in your area. One of them is sure to know because he'll have riders there.

Avoid national championship enduros at first because they're tough. Besides, the whole atmosphere is more serious, and a lot of the fun is missing. What you really want is a well-established, well-run local enduro, one the other riders recommend because they enjoyed the last event there.

Sign up the afternoon before if you can; you'll have a chance to talk to other riders and look at their machines. And if you don't understand something about the event you'll find plenty of riders anxious to help you. If you're a little nervous, check over your bike again or do what all the other nervous riders seem to do — take your bike out on some of the nearby trails to get the feel of them.

When you fill out the entry blank you'll put the engine class of your bike and the letter A or B depending on your enduro expertise. A is for experts, so as a beginner you'll write in B unless there is also a C classification. Then sign your name. Minors will also need the signature of a parent or guardian. After you've completed the entry blank, you'll probably draw your riding number out of a box, and you'll receive a printed route sheet of mileages to each turn on the course. Often you'll also get a scorecard to wear around your neck or carry with you in a jacket pocket or container on your bike. This is used to keep track of your time and score on the run, and it's your responsibility not to lose it. If you don't get a scorecard it means you'll receive checks marked with your time at each checkpoint you pass through.

Enduro rules and the techniques of timekeeping are covered in detail later, although even beginners should have an idea of what they're all about. On your first enduro the chances of getting ahead of schedule are really very slight. You'll have enough to do just keeping your bike going and trying not to be so late you'll be disqualified for houring out.

The route sheet

The route sheet always consists of columns of letters designating turn directions — L for left, RR for right followed immediately by a second right, etc. — and numbers indicating

actual cummulative mileage to each turn on the course, and to gas stops, as measured by the organizer. Each turn is numbered consecutively, as well, and the turn arrows out on the course should be identified with these numbers. The information already on the route sheet is enough to keep you from getting lost if some arrows are missing, and it gives you an idea when to expect the next arrow. But the route sheet is not really complete without notations on it of the elapsed time at which you should reach each turn if you maintain the average speed or speeds announced for the enduro. Occasionally, these times are printed on the route sheet, but most often you'll find only white space to the right of each column of mileages. Then it's up to you to write in the times in minutes and seconds.

In the back of this book is a table to help you get these times for a 24 mph average if you don't have a better way. Copy the table and take it with you to each enduro. If eliminates a lot of figuring.

No need to write the time to every turn on the route sheet unless you want to — you probably won't look at it very much while you're an enduro novice anyhow. But when writing in the elapsed times be sure to start from zero again after the noon gas stop if the mileage leaving there starts at zero, as it often does when the course is laid out in a morning and afternoon loop from headquarters.

Once you've written down the elapsed times, cut the sheet into strips and tape them end-to-end in sequence, then roll them into a route sheet holder fastened to the handlebars of your bike. If you don't have a holder you can tape the route sheet to your gas tank, but unless you completely cover it with plastic sheet or clear tape don't expect it to be readable very long, especially if the weather's wet or the trail is muddy.

The start

The number you've drawn tells your starting position in minutes after key time, the start of the enduro. If the key time is 10 a.m. the first riders with numbers like 1-A, 1-B, 1-C, or 101, 201, 301, would leave the line at exactly 10:01. Numbering systems vary, but if you draw 15 or 215 or 15-B, you'll start 15 minutes after key time with several other riders. With the latter two minutes you know you are the second rider on that minute.

Confusing? You'd better believe it! Take the case of 108-A, 108-B and 108-C. These riders were in the staging area behind the starting line of a state championship enduro, waiting to leave on the eighth minute. If their numbers had been 108, 208 and 308 that's when they would have started. But with letters after the numerals their starting time was really on the 108th minute — one hour and 48 minutes after key time. They were so mad they almost quit the run before they started. Only the fact their gas cans had been taken to the gas stops kept them.

The morning of the event dress for the weather and try to eat a normal breakfast so you won't get hungry too soon. Fire up your bike and get it warm if you think that's a good idea, and maybe ride it a bit to smooth it out. Then top it off with gas and make sure everything else is set. Line up with your minute well before the start so you won't be late. This will give time to set your odometer to zero and let you set your watch accurately as the riders ahead of you leave. Set it so you'll start at exactly 12:00 or at key time on your watch no matter what real time it is. Then it will correspond with the elapsed times you put on your route sheet and the key times posted at checkpoints.

At the signal to go, get away quickly but not like you're trying to win the holeshot in motocross racing. Often enduros begin with a dead-engine start, and this separates the riders a bit right away. There are never more than five of you on a minute, so it's not much of a problem anyway.

If there are riders right in front of you you'll have a tendency to follow them, but follow the arrows instead, and try to ride fast where you can. The reason for not following other riders blindly is you might pick up a group of Sunday trail-bikers not even part of the enduro. It's happened plenty of times. Use your brain as well as riding skill when you encounter obstacles. There's more than one way to get to the top of a sandy hill or reach the other side of a bog! Just don't bypass any checkpoints. If the riding's easy for awhile and you have a free hand, roll your route sheet ahead and try to use it. Each turn arrow should be numbered and have the mileage to that point on it. If you lose the trail, backtrack to the last arrow and read the mileage, then reset your odometer to this figure and follow the route sheet carefully until you pick up arrows.

Keep moving

Probably the most important thing for a beginner to remember is to keep moving and don't lose the course. Seconds spent standing still are hard to get back. If you have trouble you'll have to gas it to get back on schedule or avoid disqualification — remember, you're out if you're more than an hour late at any timed checkpoint. Often you get a layover at noon gas, which you can use to make up lost time. But if you fall too far back you should also know when to drop out if mechanical trouble, injury or certain disqualification makes finishing next to impossible.

A sign at the headquarters of one enduro seemed to pinpoint what enduro riding is all about — "When the Going Gets Tough, the Tough Get Going." But even this doesn't mean you have to finish at any cost, or that you won't get a trophy if you make a valiant try and still fail to reach the finish line. Maybe the other riders will do worse, so always check in back at headquarters.

One reassuring thing — if you break down or are hurt back in the boonies somewhere, you'll get help. Other riders and their crews will assist you if you're injured, and if your bike won't run the pick-up crew riding the course after the last rider will find you and get both you and your machine back to headquarters if you haven't already found a ride with someone's gas crew or the people who've been manning a nearby checkpoint and are headed home.

And don't get uptight if the trophies elude you for awhile. Even if you're a good rider, they're hard to come by.

Last check at a mini-enduro. A big welcome for every rider.

How to choose the right enduro bike for you

Experience affects choice

What makes a good enduro motorcycle, anyhow? Ask riders that question, and you'll get about as many answers as there are brands of dirt bikes. Some can't even rate in order of importance the factors that make an off-road machine good or bad. The reason for the variety of opinions is that what an enduro rider prefers is affected by his experience, his height, weight and strength, the terrain and weather in the areas where he competes, and the class he wants to ride in. What he buys, of course, is limited by the price and the amount he's willing to spend.

If you're an A rider, you'll choose a bike for different reasons, and you'll prepare it differently, than a B rider because your experience on tight forest trails, giant power-line whoops and at nasty water crossings gives you skill and confidence he probably doesn't yet have. If you're small, you're more concerned about the weight of your motorcycle than a 6-foot, 200-pounder, who can lift or drag his machine out of trouble when it gets hung up in rocks or mud. Mountain enduros require lower gearing or more low-end power than events held in flatter country, where high top speed may be more important. And the factors making a good small-bore enduro bike are quite different from some of those most important in the Open class.

What's important?

There are, however, three things at the top of almost every enduro rider's list of what makes a good bike — reliability, good handling and rider comfort.

Reliability — If your motorcycle doesn't run the distance you can't possibly win against those who finish. This means more than just holding together to the last check. It's got to perform well consistently for the duration of the event.

Good handling — Through the tight stuff, over rough and twisty trails, hopping logs and rocks and pushing along through deep sand or mud, an enduro bike needs good handling if you're going to be able to make the speed you need to maintain the posted averages.

Rider comfort — The fresher you feel near the end, the better your chances of scoring well. Your bike should feel comfortable and natural even after hours on the trail, and the longer the event the more important this becomes.

The other factors — speed, low-end power, light weight and easy maintenance — are of almost equal importance to most riders. And of course a provision for lights is essential for all national championship enduros and reliability trials and for most state and local enduros, these days, since part of almost every long-distance, off-road event includes some road and highway running between sections of trail, and a bike needs lights to be licensed for the street.

Once you've been to an enduro or two or read the lists of winners and what they ride, you'll begin to realize quickly what the top enduro bikes are. For several years Husqvarna and Penton/KTM have shared the limelight and the trophies in this country, with about equal numbers of each brand entered at all events. All the other competitive machines not long ago from AJS to Zundapp, but presently from Bultaco to Yamaha, make up the third group that takes its share of wins. The Spanish cycles have their strong and loyal advocates, and now the Japanese manufacturers are making true enduro bikes and supporting factory teams to prove them in competition. The mix of machines used in the sport is constantly changing so don't let the numbers fool you. Just because there are no more than a handful of one brand entered against the more popular bikes doesn't mean the minority machine isn't just as good. With the right shaping and pre-race preparation, and with the right rider, it may have just as good a chance of winning. ●

(To be continued)

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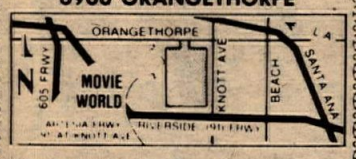

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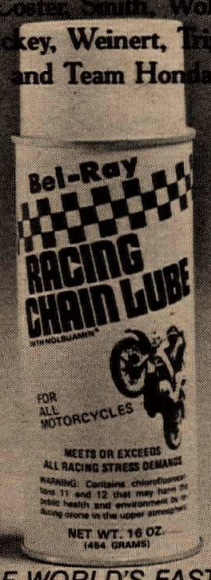

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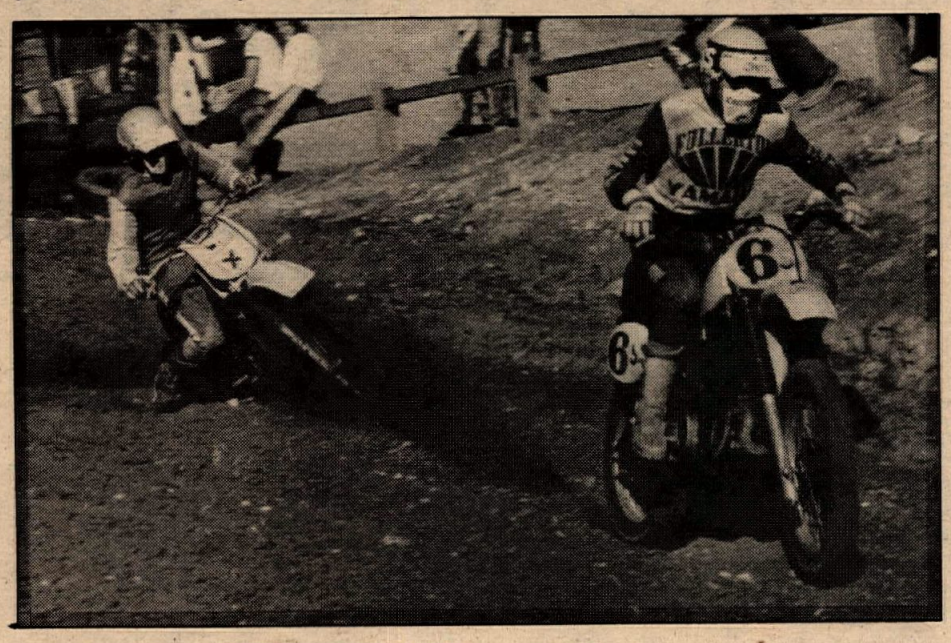
(Above) Jeff Ward, now with Team Green, won the SSM 125cc Pro class.
(Below) DeAnza Open Pro winner Mark Ellis leads David Hopkins.



Top SSM 250cc Pro Scott Gillman.

Gillman leads the way at SSM MX

By Terry Whytal

ORANGE, CA, DEC. 16

Team Suzuki rider Scott Gillman took the top honors in the 250cc Pro class at the Arrow Chevrolet-sponsored Saturday Saddleback MX. Andy Kirker won the drawing for the Cobra 40 channel CB radio donated by Arrow Chevrolet. Other prizes for the sportsman classes included Pennzoil 2 cycle oil, gift certificates, DG and Firestone jackets and Jofa shoulder pads.

Leading the first 250cc Pro charge up the famous Saddleback starting hill was Honda-mounted Jim Gibson but Gillman took the lead away on the downhill. Third spot belonged to Jim Tarantino on a Suzuki followed closely by Kawasaki rider Robert Riesinger. As Gibson tried desperately to stay with the rapidly disappearing Gillman, Riesinger put the moves on Tarantino to take over third place. Tarantino stayed right on Riesinger's tail but was unable to repass and the finishing order was Gillman, Gibson, Riesinger.

As the pack completed lap one of the second moto Gillman had already established a commanding lead trailed by Taratino and Gibson. Tarantino held off Gibson for five laps before going wide in a turn and letting Gibson slip by. Gibson then really began to charge and actually closed somewhat on Gillman but when the checkers came out Gillman was there first with a comfortable lead. Gillman was the overall winner with second going to Gibson and third to Tarantino.

Team Kawasaki's new 125cc ace, Jeff Ward, rode to back to back moto wins to take top money in the 125cc Pro class. Ward looked very comfortable on the new Kawasaki as he won both races by a good margin. Andy Kirker brought his Yamaha up for the second place money after two hard fought battles against third place finisher A.J. Whiting who also rode a Yamaha.

The Open Pro class was an all Maico show as the top three spots all went to riders on the German Wundergasser. Randy Rodriquez won both motos to score the overall victory ahead of Dale Anderson with two runner-up placings. Third spot went to Alan Olson.

Results

OPEN PRO: 1. Randy Rodriquez (Mai); 2. Dale Andersen (Mai); 3. Alan Olson (Mai).
250cc PRO: 1. Scott Gillman (Suz); 2. Jim Gibson (Hon); 3. Jim Tarantino (Suz).
125cc PRO: 1. Jeff Ward (Kaw); 2. Andy Kirker (Yam); 3. A.J. Whiting (Yam).
OPEN INT: 1. Fulton Tidwell (Mai); 2. Carney Briggs (Yam); 3. Marino Bastionell (Mai).
250cc INT: 1. Curt McCuiston (Yam); 2. Wayne Broste (Yam); 3. Eric MacCracker (Yam).
125cc INT: 1. Brian Maloney (ESC); 2. Jeff Qualls (Suz); 3. Bill Olsen (Suz).
OPEN JR: 1. Brad Thompson (Mai); 2. John Foote (Yam); 3. Dan Hanebrink (Mai).
250cc JR: 1. Jose Hernandez (Suz); 2. Bob Hannegan (Hon); 3. Steve Jugan (Hon).
125cc JR: 1. Jeff Huss (Suz); 2. Dennis Cox (Kaw); 3. Allen Lucas (Yam).
OPEN BEG: 1. Steve Kale (Suz); 2. Rich Stuetzel (Yam); 3. Frank Stelli (Yam).
250cc BEG: 1. Keith Clauden (Hon); 2. David Pettigrew (Mai); 3. Jeff Scott (Suz).
125cc BEG: 1. Don Canta (Suz); 2. Skip Faul (Yam); 3. Craig Edwards (Yam).

Hodgin hauls at DeAnza's year end MX

By Ron Lawson

SUNNYMEAD, CA, DEC. 31

When DeAnza Cycle Park opened its gates for the last race of 1978, it was to a good crowd of race hungry MX fanatics. Two weeks without racing is more than most enthusiasts can take and this bunch was ready to go.

For one rider it was his first race in several months. Tommy Hodgin of Redlands Suzuki was bitten on the ankle by a motorcycle early last summer and has been walking around in plaster ever since. But the cast was gone Sunday and he was back to his usual position on top of the 125cc Novice class. In the early laps of moto one, it was Doug Davison (Suz) leading the way while Hodgin and John Dimmitt (Yam) followed. Davison was setting an excellent pace until the fifth lap when he dropped out of the race with bike troubles. From there on in, it was all Hodgin's. Dimmitt finished a close second with Jeff Camarigg (Suz) third and Joey Thomas (Suz) fourth.

Round two saw Hodgin pull the holeshot and never let go. Dimmitt held second all the way while Karl Johnson (Yam) battled with Davison for third. Johnson eventually came out on top, securing third place honors for himself. Davison once again ran into trouble and wound up in 10th place.

As usual, the 250cc Pro class was very close. Craig Gormley (Yam) held the lead at the end of lap one with Mike Dickherber (Suz) in a close second ahead of Dave Eropkin (Yam) and Lloyd Burk (Yam). Phil Thorstensen (Hon) and Mark Ellis (Yam) both suffered from poor starts, but soon they were knifing their way through the pack. By the fifth lap Thorstensen was right behind Eropkin in fourth place and pushing hard. Ellis, however, was having problems with his rear brake and he began to slow down. In the meantime the lead had switched hands. Dickherber had passed Gormley just seconds before the Yamaha rider low sided in a turn. Gormley managed to remount quickly and only lost two places. As the race

came into its last half, Eropkin fell and Thorstensen inherited another free position. The checkered flag saw Dickherber in front followed by Thorstensen, Gormley and Dave Rose (Hon).

In the next round Dickherber jumped into the lead with Thorstensen, Ellis, Gormley and Eropkin close behind. The top five riders quickly separated themselves from the rest of the pack. On the fourth lap Ellis passed Thorstensen and four laps later he moved around Dickherber into the lead. They remained in that order until the last lap when Dickherber dropped back behind Thorstensen and Gormley. Overall the order went Thorstensen, Dickherber, Gormley and Ellis.

Results

MINI BEG: 1. Otis Cecil (Kaw); 2. Trini Camarena (Suz); 3. Rick Galatioto (Kaw).
MINI NOV: 1. Terry Knight (Suz); 2. Joe Klaeger (Yam); 3. Todd Parker (Suz).
MINI INT: 1. Pat Galan (Suz); 2. Gary Carney (Yam); 3. Don Sigrist (Yam).
100 BEG: 1. Cary Hook (Suz); 2. Christian Botteau (Yam); 3. Kelly Bishop (Yam).
125 BEG: 1. Foster Edwards (Yam); 2. Larry Dimmitt (Yam); 3. Felix Flores (Yam).
125 NOV: 1. Tom Hodgin (Suz); 2. John Dimmitt (Yam); 3. Karl Johnson (Yam).
125 INT: 1. Bob Rowell (Suz); 2. Rick Jackson (Suz); 3. Jon Lriesen (Suz).
125 EX: 1. Danny Burtt (Suz); 2. Gary Neal (Suz); 3. Todd Baldwin (Suz).
250 BEG: 1. Tony Apadaca (Hon); 2. Jim Tucker (Yam); 3. Pat Taylor (Hon).
250 NOV: 1. Tony Camarena (Suz); 2. Bill Wood (Hus); 3. Jim Galatioto (Hus).
250 INT: 1. David Stewart (Yam); 2. Dave Loyd (Yam); 3. Robert Ripley (Hon).
250 EX: 1. Phil Thorstensen (Hon); 2. Mike Dickherber (Suz); 3. Craig Gormley (Yam).
OPEN NOV: 1. Ron Lawson (Suz); 2. Bill Koch (Suz); 3. Eddie Michetti (Mai).
OPEN INT: 1. Mike Meshkoff (KTM); 2. Roy Burton (Suz); 3. Rob Chapman (Hus).
OPEN EX: 1. Mark Ellis (Yam); 2. David Hopkins (Suz); 3. Marty Smith (Yam).
SR VETS: 1. George Spellman (Suz); 2. George Anderson (Suz); 3. Ed Michetti (Mai).
BEG VETS: 1. Ray Arnold (Yam); 2. Steve Symanski (Suz).

Hames claims fairy tale Corona HM win

By Elaine Jones

CORONA, CA, DEC. 14

In spite of the flu that took its toll on a lot of the younger riders, a good turnout of Pros were on hand to close out the '78 flat track season at Corona.

The "Simi Flash," Pete Hames had just gotten over his bout with the bug but it certainly didn't show in his riding that he had ever been sick. The 250cc Money half mile saw Hames go out on top and set a pace the other riders were hard put to keep up with. Little Mike Redding nailed down second and held more experienced riders at bay all the way. Don Waffle got off the line third but Gordon Loar slipped under him on the third lap and held him to fourth.

With no short track Money race, Hames decided to pit his Bill's Pipes 250cc Yamaha against the Open Money boys on the half mile and the rest reads like a fairly tale. Off the line came Mike Minnig with Hames second and Wayne Rainey third. Pete put a move on Minnig coming out of turn four that gave him the lead on the second lap. Minnig came right back and reclaimed the front spot on the next lap and held it until the fourth lap when Hames again came down low and tight out of four and got the edge he needed. From there on out it was a complete rout by the 13-year-old as he left his competition in the dust. On the 10th lap Rainey got by Minnig and with five laps to go started to close the gap but time ran out and he settled for second with Minnig third, Danny Perkins fourth and John Lundgren and Steve Oort fifth and sixth respectively.

Rob Selvy climbed aboard Don Waffle's big 750cc Yamaha and took a crack at the Open Expert half mile against Steve Oort. Besides having an arm that was totally useless after his 10 lap main he was rather pleased with himself as he went wire to wire for the win.

Mike Redding didn't go home empty handed as he came from behind to win the 250cc Amateur/Exert half mile. Don Waffle took the lead when the flag dropped with Gordon Loar second and Redding third. Redding, who is about the size of a small jockey, wrestled his bike under Loar on the second lap to move to second and pulled the same trick on Waffle the next time around to claim the lead.

Don Remp and Randy Howard shared the 250cc Novice wins. On the short track it was a duel between Howard and Robert Yorba. Yorba took the lead off the line and held Howard for four laps before Howard was able to get an inch ahead of him. Yorba came right back and won the drag race for the line to put himself on top. Howard was not to be denied and back he came, this time it was for good and he brought it home.

On the half mile it was a wire to wire romp for Remp with Howard second and Yorba sidelined after five laps.

Results

SHORT TRACK
250cc NOV: 1. Randy Howard (Yam); 2. Robert Yorba (C-A); 3. Bryan Trippe (Bul).
HALF MILE
250cc NOV: 1. Don Remp (Yam); 2. Randy Howard (Yam); 3. Robert Yorba (C-A).
250cc AM/EX: 1. Mike Redding (Yam); 2. Don Waffle (Yam); 3. Gordon Loar (Yam).
OPEN AM/EX: 1. Rob Selvy (Yam); 2. Steve Oort (Yam).
250cc MONEY: 1. Pete Hames (Yam); 2. Mike Redding (Yam); 3. Gordon Loar (Yam).
OPEN MONEY: 1. Pete Hames (Yam); 2. Wayne Rainey (Yam); 3. Mike Minnig (Yam).

Perris holds series awards banquet

By Rob Hassay

PERRIS, CA, DEC. 3

An awards banquet/luncheon closed out the Perris Raceway Club Points Series, as riders and their friends and families showed up to receive their prizes, dine on delectables provided by Len and Faye Shirley and watch the Odyssey races going on where they had charged their TT and short track machinery during preceeding weeks.

In the 80cc Novice short track class, Richard Fox held off hard-charging Dean Blake through the weeks to claim the series honors. In the 80cc TT battles, Ronnie Wulff duplicated Fox's feat, defeating Dean Blake and Keith Morabito.

The 125cc Expert class experienced an upsurge in competitors as the series neared completion, with newcomer Jimmy Snow edging Rob Hassay for the series title after Hassay broke his leg in the first week of the series.

Joe Morabito, a long-time over 30 class competitor, took the Open Novice short track honors and a second in TT.

Tracy Van Blargen walked away with top honors in the 250cc Novice short track and TT after a string of consistently high finishes.

The riders enjoyed the series, and with a little luck, the new "All Around Rider" point series will be just as good.●

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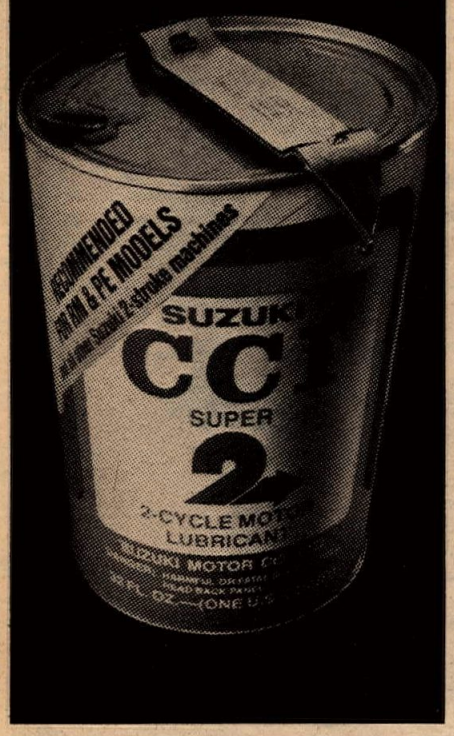

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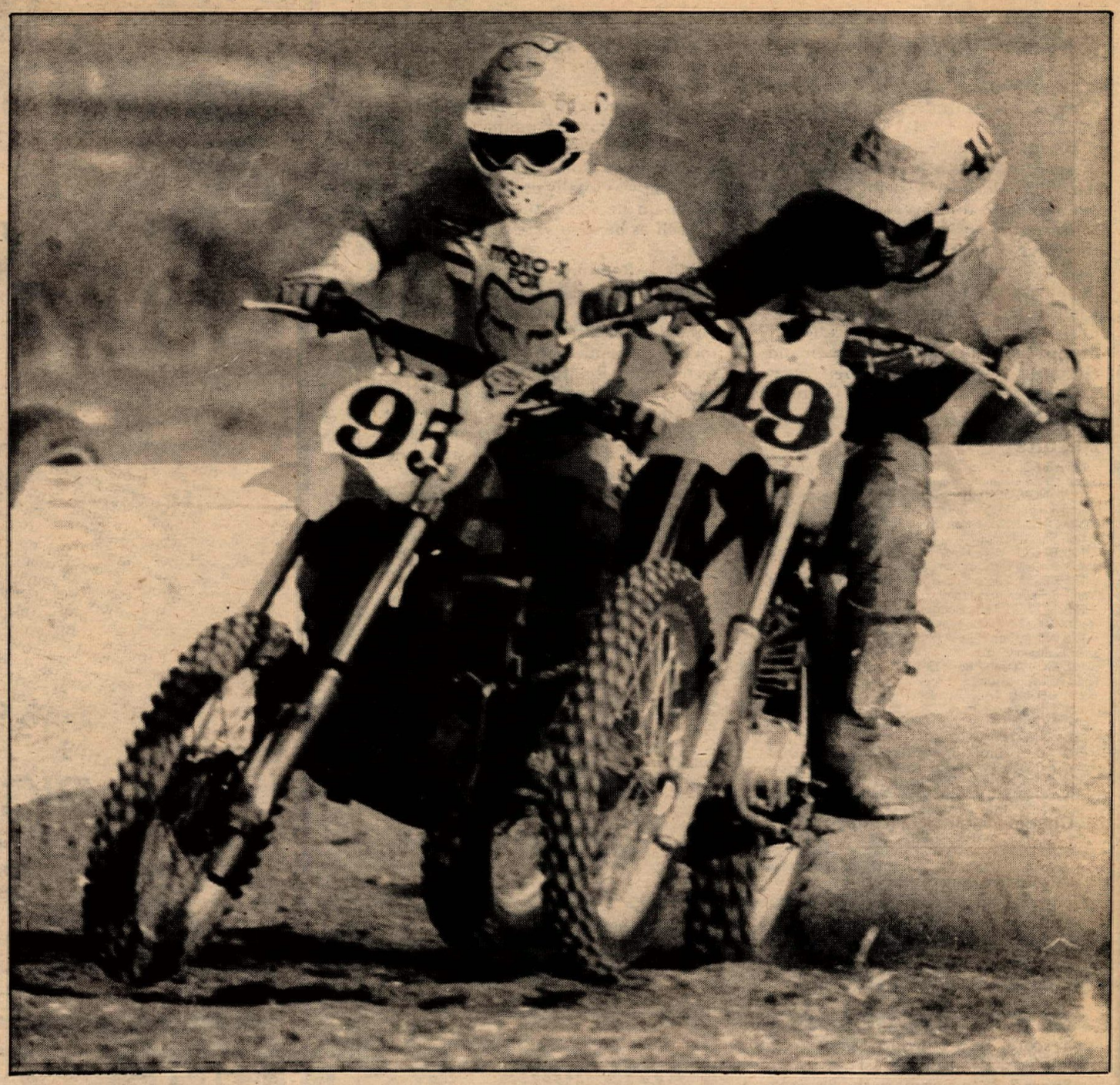

Wiggins (49) and Turner (95) gave Sears Point fans some thundering competition in the D-36 Winter Series opener.

Wosick wails at Sears Point D-36 Winter Series

Story by Paul Castoro
Photos by Patrix Caselli

SONOMA, CA, DEC. 10, 1978

"Fox Factory" riders Larry Wosick and Donnie Cantaloupi along with Maico privateer Jerome Heiberger found the Sears Point terrain to their liking as the trio took class victories in the opening round of the D-36 Winter Series races. The Sonoma circuit was definitely the "place to race" as nearly 100 AMA professional motocrossers converged on the treacherous Trans-AMA track to battle it out for the last time during the '78 season.

The 250cc Pro wars featured 46 of NorCals finest charging off the gate and rocketing down the large start straight. As the pack rounded the first turn it was the Honda of Larry Wosick and the Maicos of David Woodhall and Magoo Chandler up front with Donnie Cantaloupi (MXF/Yam) and Dean Wiggins (Mai) rounding out the top five. Wosick was riding flawlessly as his Mike McAndrews tuned Fox Honda ran away from the field. Magoo Chandler was on the move until he and Cantaloupi came together on the fourth lap and met up with the snow fencing. This incident let Maico Wests' Bob Myers slip past while Wiggins ran into trouble and dropped back to sixth. As moto one ended it was all Wosick with Myers claiming second, Woodhall third and Cantaloupi in fourth.

The second eight-lap moto saw Jim Turner (MXF/Hon) getting the holeshot. Dean Wiggins wasted no time as he rocketed past Turner on the first lap to a lead which lasted the entire moto. At the halfway mark it was Wiggins, Turner, Wosick, Magoo and Woodhall. The only change occured when Wosick claimed a firm second after he passed his teammate, Turner. Dean Wiggins grabbed the moto win with "Wild Child" Wosick grabbing the prestigious 250cc win overall. Final moto tallies for the day were Wosick (1-2), Woodhall (3-4), and Wiggins (1-6).

The smallest lineup of the day was the 125ccc Pro class with only 16 campaigners entered. Wosick again started the show off with Danny Dobbins and Donnie Cantaloupi all moving with abandon. As the pack completed their first lap Cantaloupi aboard his John Errecalde prepared Yamaha YZF passed Wosick for the premier position. Mike Schalow and Glen Jennings were holding down third and fourth respectively. As moto one came to a close MX-Fox teamsters Cantaloupi and Wosick were up front with Schalow and Jennings trailing behind.

Moto Two was a Cantaloupi runaway after his main competition, Wosick, was knocked out after a first corner tussle, which left Donnie alone to sweep the 125cc Pros. Sharp looking Mike Schalow (3-2) paced himself well to finish the day with a second overall while Glen Jennings finished third.

A very hot Dean Wiggins gassed his Maico out of the gate to begin the Open Pro charge. Jim Turner (MXF/Suz), Neil Snarr (Suz), Eric McKenna (Mai) and Bob Myers were all grouped behind Wiggins as the Open bikes began their feature. Jerome Heiberger had passed Dirt Werk R&D rider Bill Swartz to capture sixth. At the crossed flags Wiggins was still leading Snarr, Turner, McKenna, Heiberger, Swartz and Billy Grossi. Wiggins powered his potent Maico to an astounding victory with the wiry Snarr securing a fine second place aboard his Jenson Cycles' Suzuki. San Jose's Heiberger pegged on the power to clinch a hard fought third position as the flag ended the first Open bash.

The Sears Point track was showing no wear as the 30 Open class men fired up their machines for the second moto. Neil Snarr wasted no time leading McKenna, Myers and Heiberger around the hilly circuit. Wiggins was lodged in traffic but had fought his way through to sixth by lap two. Snarr had a eight second advantage over McKenna and Heiberger until he went down hard. Heiberger

Charlie Marshall (14) sets up for a pass at 2 + 2 Hare Scrams.

saw his calling as he poured on the power and jetted past the talented McKenna and took control of moto two. Sugar Bear Grossi was looking good when he passed Dave Mythen (Mai) and Wiggins to find himself in third. Jerome Heiberger came through with the overall Open victory showing a score of 3-1 while Dean Wiggins landed a 1-6, Billy Grossi 6-3, and Neil Snarr 2-7. In summary the Sears Point series opener was a great success. Everything fell into place, there were virtually no delays, or hassles. Hats off to D-36 for a job well done!

Results

125 PRO: 1. Donnie Cantaloupi (MXF/Yam); 2. Mike Schalow (Suz); 3. Glen Jennings (Suz).

250 PRO: 1. Larry Wosick (MXF/Hon); 2. David Woodhall (Mai); 3. Dean Wiggins (Mai).

OPEN PRO: 1. Jerome Heiberger (Mai); 2. Dean Wiggins (Mai); 3. Billy Grossi (Suz).

Hare scrambles finale
2 + 2 = Davis

By TT Productions

HOLLISTER, CA, DEC. 10

Scott Davis, riding a Selby Motors Maico, stormed to a win over hard-charging Kevin Ingalls (Hi Point-Nelson Bros. Husky) at the 2 + 2 Racing Team's Hollister Hills Hare Scrambles which was held at the ORV Park's "Upper Ranch" for this season's cross country finale.

Third place man Charlie Marshall saw a potential win go sour when one of his shocks came adrift near the halfway point while he was leading. Charlie didn't fare all that bad though. His Carmichael Husky will be wearing the number one cross country plate in '79, for all the hard work and fast riding that he did in '78.

Gary Vanderpool put in another frustrating weekend with the same nagging seizure problem that plagued him at Sacramento a week ago. Though forced to drop out of the race, he finished the season with a strong second place. Knowing his determined nature, next year will bring some long distance races to look forward to.

First place 250cc Expert, and also fourth overall, went to mild mannered Dave Bertram who claims to ride these races just to stay in shape for his enduro and ISDT aspirations, but usually ends up a top contender. Dave's teammate from Nelson Bros., (which seems to have a corner on fast Husqvarna riders) Fred Bellman, dropped out and almost off one of the many "Vista Points" when his rear brake anchor arm broke causing the brake rod to tear loose from the backing plate. That left Freddy to a front brake and his own devices.

The race track had a unique enduro type flavor to it. Many in the 2 + 2 Club are woods oriented and it shows in their layout. This race is fast becoming known as a good tough ride and those who finish well know how to ride with their heads as well as their hands. The start took place on one of the few flat areas of the ranch and the line up was as any true hare scrambles should be, all go. Amateur and Expert in the first wave, Novices were second, and the Old Timers and Vets picked their way through the aftermath.

The sweeping turns and whoops that followed were slightly dusty due to cold, dry winds that have been blowing across northern California the past few weeks. It's been cold up here too. Cold enough to produce the condition that occured at the next obstacle. The spring that runs along the road was not only muddy, but full of ice as well. In fact, all the damp spots on the course that were in the shade had their share of surprises.

There was a nice combination of roads and trails but it seemed like they would run you to a frazzle on a tight, twisty trail through the oak trees and scrub brush. Surprisingly all of a

(Continued to page 18)

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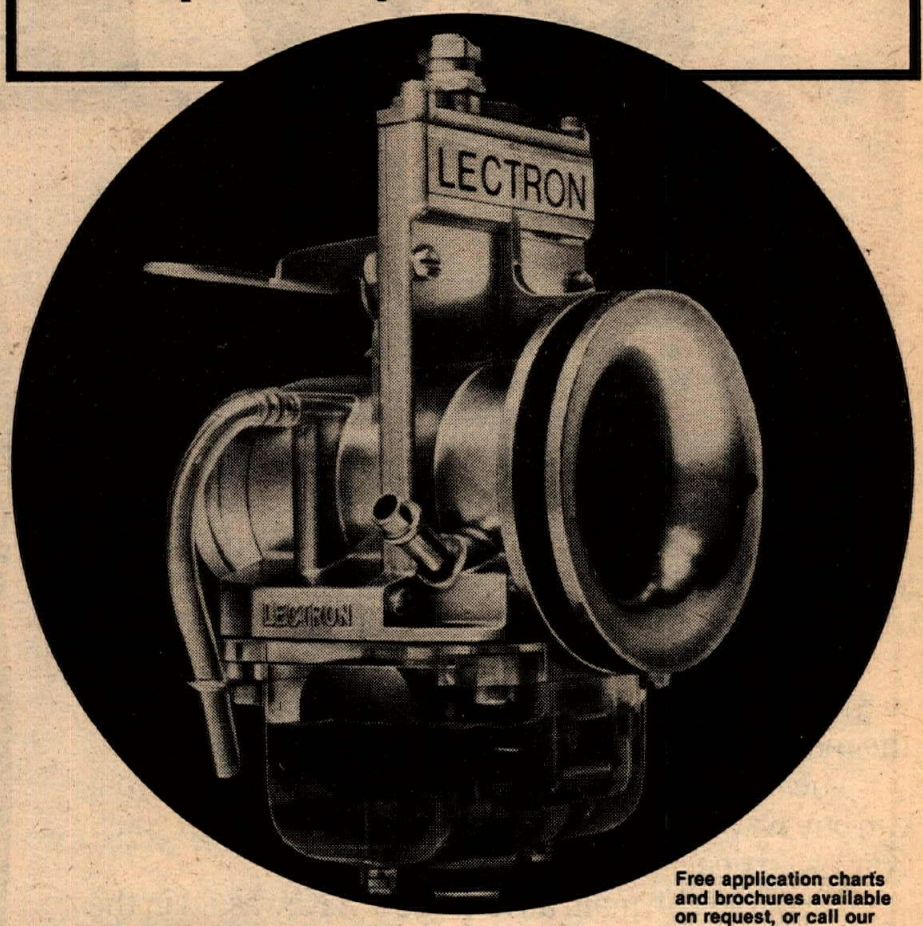

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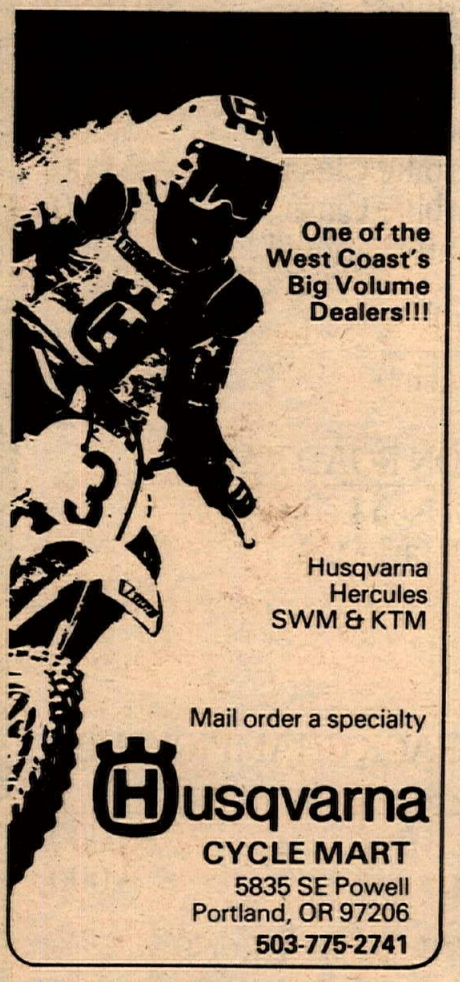

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